

F1 Verstappen ahead as Hamilton thwarted

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14 OCTOBER 2021

TURKISH GP DRAMA

Redemption for Bottas as Lewis falters

How Mercedes took victory but handed advantage to Max

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of a sudden I'm fifth'**

LEWIS HAMILTON

**'Mercedes was definitely
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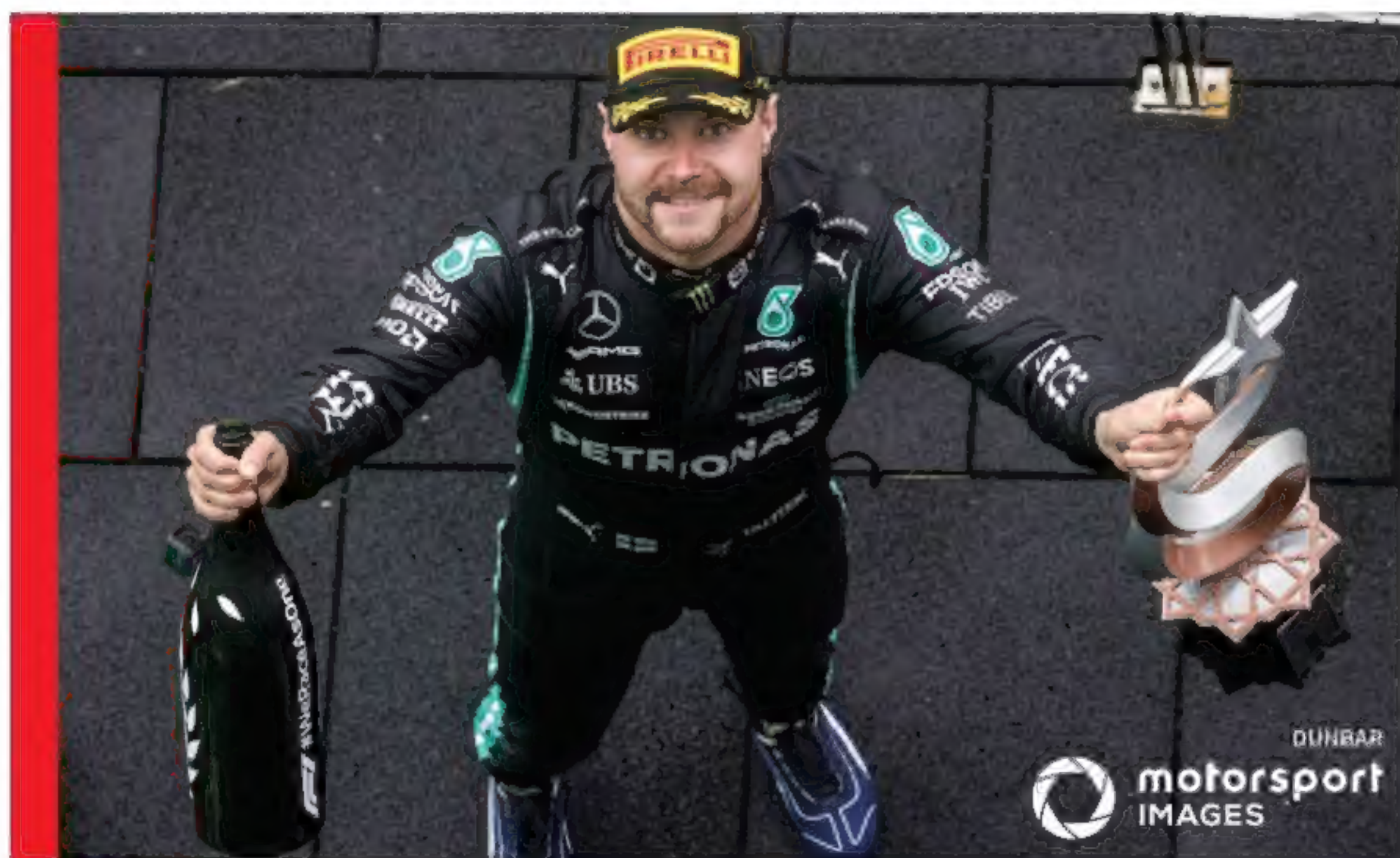
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Bottas hits form as 'slow' Verstappen takes the lead from Hamilton

Where did that come from?! We all know Valtteri Bottas is a very good grand prix driver – probably better than he gets credit for – but there surely weren't many who would have bet on him beating Max Verstappen in a wet contest, as he did in last weekend's Turkish GP.

This is the same driver who finished a lapped 14th in the same race last year, as his Mercedes team-mate scored one of his finest victories. Bouncing back from that and taking points away from Verstappen in such circumstances must count as one of Bottas's best drives.

There were a number of factors that helped Bottas turn things around, and Alex Kalinauckas explains them in our report on page 14. He also looks into how Red Bull failed to get its otherwise rapid RB16B into the right set-up window on the grippier Istanbul Park track surface and why Mercedes and Lewis Hamilton narrowly failed to pull off a remarkable result. Once again, the drivers' title lead has changed hands, and we'll take a closer look at how the six remaining races could play out in the next issue.

It's not often that the Formula 1 championship fight is closer than the British Touring Car contest. Gordon Shedden finally turned his tricky comeback season around at Donington Park (p30), but Ash Sutton's combination of pace and consistency means he will head to the season finale later this month with an unusual 32-point lead.



Kevin Turner

Kevin Turner
Chief Editor

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**NEXT WEEK
21 OCTOBER**

Mercedes vs Red Bull
It's the closest F1 title fight for years. Who holds the cards?



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Andretti, now 59, raced for McLaren in F1 in 1993 alongside Ayrton Senna



ANDRETTI CLOSING ON ALFA ROMEO F1 TAKEOVER

FORMULA 1

American motorsport giant Andretti Autosport is closing in on a majority stake in the Sauber operation that runs Alfa Romeo's Formula 1 team, potentially opening the door for IndyCar sensation Colton Herta to make the switch to grand prix racing.

Following weeks of speculation about Andretti's interest in F1 opportunities, insiders with good knowledge of the situation say that negotiations with Alfa Romeo's owners are now at a very advanced stage. Its owner, ex-F1 driver and Indycar champion Michael Andretti, is eager to add a grand prix team to his portfolio, and there are suggestions that the takeover could be approved in a matter of weeks. But it is understood that no final decision has been taken yet by the Islero Investments company that has been the owner of the team since Sauber's takeover by Swedish investment firm Longbow Finance in 2016.

Should the go-ahead be given, then it will mean

Andretti Autosport adds another series to its current activities, which include IndyCar, Indy Lights, IMSA, Formula E, Extreme E and the Supercars touring car championship in Australia.

Andretti has been pursuing an F1 move for a number of years, with discussions around the switch thought to date back as far as 2018. Andretti and his father, 1978 F1 world champion Mario Andretti, launched a funding drive through SPACs (special purpose acquisition company) back in March to "focus on opportunities that can benefit from the iconic Andretti brand".

The Alfa Romeo team has declined to comment on the current situation, and team principal Fred Vasseur made it clear at last weekend's Turkish Grand Prix that any discussions about the ownership of the squad were nothing that he would be involved in personally. "I can say nothing because honestly it's not in my parameter," he said. "I'm the CEO and team principal and these kind of discussions are not with me, it would be with the shareholders. We have so many rumours and so on that you have to ask the question to the shareholders."

Sources have suggested that Andretti has become attracted to F1 because of the move towards a new-rules era from 2022, with a more level playing field between teams and the ongoing possibility of cooperation between manufacturers and customer squads.

While Andretti had expressed interest in the past about joining F1 only if he could run a customer car, the implications of the cost-cap era that Liberty Media has helped introduce have given him reason to feel that there are good opportunities to jump in now.

Alfa Romeo has close ties with engine supplier Ferrari, and recently extended a long-term partnership for that relationship to continue, giving the team a

Acquisition could open up route for Herta to Formula 1





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fair deal of security for the next few years.

Any deal for Andretti to take charge of Alfa Romeo raises the tantalising prospect of 21-year-old Herta, who has been connected with the team since he joined the Indy Lights series in 2017, to move to F1. The Californian signed a long-term contract in May that keeps him committed to the team for a while, and went on to finish fifth in this year's IndyCar standings, closing out the season with back-to-back wins at Laguna Seca and Long Beach. He began his car-racing career in British Formula 4 in 2015 at Carlin, taking third in the points while team-mate Lando Norris won the title.

Although Herta falls short of the required superlicence points criteria for F1, he could be handed dispensation by the FIA under its force majeure rule that was announced last October.

Any move for Herta into F1 could also open the door for Andretti's Indy Lights champion Kyle Kirkwood to step up to the IndyCar team full-time, with his future currently uncertain.

Alfa is yet to decide who will occupy its second seat in F1 next season alongside the incoming Valtteri Bottas, but Vasseur said the team was "not in a rush". "We have a couple of options on the table and we have to take time to decide," said Vasseur. "The situation won't change over the next couple of days and we will take a decision soon."

JONATHAN NOBLE, DAVID MALSHER-LOPEZ & LUKE SMITH



Honda and Red Bull reveal their futures

FORMULA 1

Red Bull and Honda have revealed how the two organisations will work together after the Japanese manufacturer stops its works involvement in Formula 1 at the end of this season.

Honda will continue to closely support the two Red Bull F1 teams in 2022, while for the 2023 season there will be a transition to full control of the engine supply by the new Red Bull Powertrains division. Some Honda Racing Development UK employees will transfer to Red Bull Powertrains, while the two companies will also work together on projects outside F1.

"The diversification agreement will see the Red Bull group of companies and Honda work together on a variety of motorsport activities, encompassing the transition of power unit development from Honda to Red Bull Powertrains, young driver development, marketing and branding initiatives, as well as competitive activity across a range of motorsport disciplines," said a Red Bull statement. "In F1, Red Bull Powertrains will have the right to use Honda IP relating to the Power Unit from 2022.

"Whilst Honda will support Red Bull Powertrains through the assembly of power units, the provision of trackside engineering support and race operation assistance in 2022, from 2023

RBPT will take responsibility for all manufacturing and servicing of Red Bull Racing and Scuderia AlphaTauri's engines."

Red Bull confirmed that its junior team and the Honda Formula Dream Project will continue to work together to find young Japanese drivers to follow in the footsteps of AlphaTauri F1 rookie Yuki Tsunoda.

Honda also clarified that its four-wheeled motorsport activities, including its support of Red Bull in 2022, will now come under the umbrella of Honda Racing Corporation, the division responsible for the company's motorcycle racing efforts. But despite its extended cooperation with Red Bull, Honda made clear that it would not work on an F1 engine project for 2026, when the next generation of power units is set for introduction.

"There is no particular possibility of cooperation for the next-generation power units," said Honda chief officer for brand and communication operations Koji Watanabe. "All of our engineers who will be involved in launching Red Bull Powertrains, it's just a bridge in 2022, or support for it, so that they can start their PU department smoothly. I can't do it [work on a 2026 project] even if requested. I have no intention of doing it now, and I have had no request."

ADAM COOPER, JONATHAN NOBLE & KEN TANAKA

Alpine to join LMDh ranks from 2024

WEC

Alpine has given the green light to its plan to build a new World Endurance Championship contender in a bid to repeat its 1978 Le Mans 24 Hours victory. The Renault brand will be on the grid from 2024 with a Signatech-run LMDh prototype developed out of the forthcoming ORECA LMP2 chassis with input from its Formula 1 team.

The news of a four-year commitment to race in the top class of the WEC follows statements from Alpine boss Laurent Rossi ahead of the Le Mans WEC round in August that the marque had a firm interest in continuing a programme launched for this year with the grandfathered ORECA-Gibson LMP1 design (pictured). He explained that an evaluation of both LMDh

and the Le Mans Hypercar divisions was under way.

The LMDh route fits “both sporting and economic reasoning for Alpine”, read last week’s statement. “The LMDh economic model is virtuous, as it facilitates the sale of cars to customer teams,” it continued.

An engine of so-far-undisclosed architecture will be developed at the same Viry-Chatillon facility responsible for Renault’s F1 units since its first F1 entry in 1977. The technological expertise of the Enstone-based F1 team will be employed in the development of the LMDh, in particular its aerodynamics. “By competing in both F1 and endurance, Alpine will be one of the rare brands in both of motorsport’s pinnacles,” said Rossi. “We will get the best out of F1



and endurance racing through technical and technological synergies to get the edge over prestigious rivals.”

Alpine’s statement added that it is evaluating how to maintain a presence in the WEC between the end of this

season and 2024. The LMP1 chassis, which formerly raced as the Rebellion R-13 and is badged an Alpine A480, is so far cleared to compete for only one season in the Hypercar class.

GARY WATKINS

Paris to Berlin revived as electric event

GT EXPERIMENTAL TOUR

The Paris-Berlin road race of 1901, one of the early city-to-city events at the dawn of motorsport, is being revived by Stephane Ratel for 2023 as the inaugural event in his GT Experimental Tour. A competition that will initially be open to full-electric machinery will combine road sections with short races, hillclimbs and speed events across its seven-day duration.

The ideas for GTX first outlined by Ratel in the summer of 2019 aim to create events in the spirit of the Tour de France and Giro d’Italia (Walter Rohrl is pictured on the 1979 event in a Lancia Beta Monte Carlo he shared with Gilles Villeneuve). The efficiency of the cars on the road sections will combine with the results of two competitive events per day to determine the classification.

A non-competitive demonstration event running from Geneva to Monaco is planned for next summer. Ratel eventually wants to



take GTX to multiple continents to create what he has billed as a ‘World Tour’ that will also incorporate hydrogen-powered and autonomous vehicles.

GTX is Ratel’s response to the demands for an electrification of motorsport. He believes that electric endurance racing is some way off and wants to offer an alternative for the amateur driver. “It will be difficult to replicate the pleasure and sensation of our current GT3 cars over a reasonable duration for the gentleman driver in the short term,” he said. “So we want to offer our current clientele

something different.

“We want to go to some circuits where you cannot race anymore. The idea is that we would leave the centre of Paris and then have a short, 20-minute race at Montlhéry. Then in the afternoon we could have acceleration runs on the straight of the old Reims circuit.”

Manufacturers are interested in building cars for GTX, according to Ratel. He is hoping for a mix of upgraded production EVs and low-volume concept-type cars such as the Mission R unveiled by Porsche last month.

GARY WATKINS

Rast in for Audi Le Mans attack

LE MANS 24 HOURS/DTM

Three-time DTM champion Rene Rast will lead Audi's driver line-up on its return to the Le Mans 24 Hours in 2023.

The German claimed a third DTM title in four years for Audi in 2020 before switching to the marque's Formula E programme this year. Following Audi's pullout from that series, he will return to the DTM in 2022 to attempt to win a fourth crown.

Audi's new-for-2023 LMDh contender will contest both Le Mans and the Daytona 24 Hours as part of a wider sportscar programme that is expected to include the FIA World Endurance Championship and potentially the IMSA SportsCar Championship. Rast has made three starts at Le Mans between 2014-16, and finished seventh in an Audi R18 in 2015.

He will be joined in developing the as-yet-unnamed racer by Nico Muller, who finished second to Rast in the 2019 DTM.

"Rene Rast and Nico Muller are currently among the best drivers on the market and I am very happy that we are going into the future with both of them," said Audi Sport boss Julius Seebach. "Besides their performance on the track, they also have what it takes to take a team forward. Rene and Nico are the first two drivers with whom we are preparing our return to Le Mans."



DTM ELECTRIC RACER ON DISPLAY

The DTM unveiled a full-scale 'design model' (above) for its planned DTM Electric contest at the Norisring last weekend. The car will be capable of reaching speeds in excess of 300km/h thanks to the all-electric 1000bhp powertrain and an infinitely variable torque distribution system developed by Schaeffler.

The exact details about the championship, which could begin in 2023, are yet to be revealed, but the DTM said that it will allow competitors to adapt

the chassis with their specific design characteristics, suggesting it would be open to manufacturers — and the model certainly features Audi styling cues.

"The DTM Electric Design Model gives a very good impression of what an entirely new, absolutely outstanding and global electrifying race series like we want to build up with DTM Electric alongside the proven DTM should look like," said Benedikt Bohme, managing director of DTM promoter the ITR.

RACHIT THUKRAL



Call-ups for Lappi and Solberg Jr

WORLD RALLY CHAMPIONSHIP

Esapekka Lappi will return to the World Rally Championship next year after securing a deal to share Toyota's third Yaris with seven-time champion Sebastien Ogier, while 2003 champion Petter Solberg's son Oliver has been given a Hyundai seat.

Toyota has been forced to reshuffle its pack for 2022's new hybrid era, with Ogier set for only a partial campaign as he pursues a drive in the World Endurance Championship. Elfyn Evans and Kalle Rovanpera have been retained by the

Japanese marque as full-time drivers, and it is yet to be determined how many rallies each of Lappi and Ogier will contest.

For Lappi, it is a return to the team he drove for during the second half of 2017 — when he scored his only WRC win to date in Finland — and in 2018.

Solberg (left) has received a Hyundai call-up to alternate its third car with veteran Dani Sordo, following confirmation of Craig Breen's departure for M-Sport Ford. "It's a dream come true to be able to climb into the third WRC car to do selected events," he said.

TOM HOWARD

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Ratel plans driver-grade overhaul to save series

'Super-silver' Yifei Ye has dominated ELMS with Kubica and Deletraz this season



ENDURANCE RACING

GT racing boss Stephane Ratel has proposed a revamp of the FIA system of driver categorisation because he believes the current structure threatens the future of his GT World Challenge Europe and other series.

Ratel wants to do away with the distinction between the existing platinum and gold ratings, and give every young driver who has stepped off the single-seater ladder gold status. That would leave the silver grading to real amateurs.

"Tell me the difference between a platinum and gold? You have the likes of Jules Gounon and Dries Vanthoor, factory drivers, who are gold," Ratel explained.

"The vast majority of golds today need to be platinum and all the 'super-silvers' with single-seater experience gold. The problem now is that the real silvers of today do not have a chance against the 'super-silvers', the young guys out of formula racing who don't have the results to be classified gold."

This problem, he explained, has a knock-on effect, because of the number of silvers asking for and being awarded so-called derogations to race as bronzes in the Pro-Am class. He wants to leave the bronze category to true gentlemen drivers.

Ratel believes that the system of driver categorisation is out of step with the requirements of his series. "We have fire in our paddock," he said. "If we do not do

something, we will lose a lot of cars. We have lost our Am class [for amateurs only] and the moment we lose Pro-Am, that's it. We do not want to end up with just 30 Pro cars in Endurance; that's not our business model."

These ideas have been submitted to the FIA, which took over the driver grading system started by Ratel's eponymous organisation in 2006. But for the purposes of next year's GTWCE there will be a number of upgrades on the basis of his plan in what he described as an intermediate step.

Ratel is also planning to outlaw line-ups of two platinums for the Sprint Cup segment of the GTWCE next year. The FIA was contacted for a response to Ratel's plan.

GARY WATKINS

Van Amersfoort Racing replaces HWA in F3

FORMULA 3

Dutch single-seater squad Van Amersfoort Racing is spreading its tentacles back into FIA Formula 3 in 2022.

The team was a stalwart of the old FIA F3 European Championship, but was denied a berth in the first three-year cycle when GP3 was renamed FIA F3 for 2019. Now it will replace HWA Racelab alongside the existing nine squads.

VAR has appointed Tom Claessen as team manager for its FIA F3 programme. Claessen joins from Belgian sportscar racing titan WRT, whose boss Vincent Vosse is his stepfather.

VAR principal Frits van Amersfoort refused to be drawn on speculation that the team could also join the FIA F2 grid in place of HWA. But he did confirm to Autosport that VAR will continue in Formula

Regional European by Alpine, Euroformula Open, plus the Italian and German Formula 4 championships.

VAR's British talent Ollie Bearman clinched the Italian F4 title at Mugello last weekend with a round to spare, despite his worst event of the season netting a best result of fourth. The Aston Martin Autosport BRDC Award finalist also leads the German standings.

MARCUS SIMMONS



IN THE HEADLINES

FRANCHITTI REPLACES PLATO

Three-time Indianapolis 500 winner Dario Franchitti has joined the panel for this year's Aston Martin Autosport BRDC Young Driver of the Year Award as a guest judge. Four-time IndyCar champion Franchitti, who won the Award in 1992, will replace two-time British Touring Car title winner Jason Plato, who has decided to take a year away from judging the Award.

EXTREME E: JURASSIC PARK!

The inaugural Extreme E season will finish far away from its intended climax in Patagonia – in Dorset! Titled the Jurassic X-Prix thanks to its proximity to the Jurassic coast, the event will take place at the Bovington military base on 18-19 December. The British Army, Ministry of Defence and Motorsport UK are all involved with the organisation, with the forces focusing on a switch to electric armoured vehicles.

PRIAULX ON THE MARCH

Seb Priaulx is looking good in Porsche Carrera Cup North America following the penultimate round at Virginia International Raceway. The son of triple World Touring Car champion Andy Priaulx finished second in Saturday's race to Kelly-Moss Road and Race team-mate Kay van Berlo. But a first-lap prang for van Berlo on Sunday, combined with a Priaulx win, has left the Dutchman with a hefty points deficit for Road Atlanta's finale.

CASSIDY IN FOR ALBON

Japanese racing star and Formula E ace Nick Cassidy made his first DTM start of the season at the Norisring last weekend in place of Alex Albon in the Red Bull/AF Corse Ferrari team. The Kiwi scored a best finish of fifth.

BATHURST 12H ON FOR 2022

The Bathurst 12 Hour, a COVID-19 victim in 2021, is back on the Intercontinental GT Challenge calendar for next year. A later-than-usual date of 20 March has been set.



Brits win Euro, DTM GT4 crowns

EUROPEAN GT4/DTM TROPHY

Two significant GT4 titles were clinched last weekend by British drivers, with Charlie Fagg and Bailey Voisin wrapping up the European crown at Barcelona and Ben Green claiming the DTM Trophy in a final-race showdown at the Norisring.

A fifth place in the Silver Cup class in the opening race of the weekend in Spain was enough for Fagg and Voisin to put the title beyond reach in their United Autosports McLaren 570S GT4 (above). They followed that up with eighth in class in the Sunday race to finish comfortably clear of CMR Toyota GR Supra duo Antoine Potty and Stephane Lemeret, who had taken Silver honours in the opening race after the 'winning' Allied Racing Porsche Cayman of Joel Sturm and Bastian Buus was penalised for having a left-rear tyre below the regulation minimum pressure before the race start. Sturm and Buus bounced back to win race two.

"It's been a great year," said Fagg. "My team-mate Bailey has been phenomenal in his first ever year of GT racing. Whilst it might not have been the perfect weekend in Barcelona, nonetheless it was brilliant to wrap up the championship."

Over in Bavaria, Green defeated compatriot William Tregurtha in both the race and the points in the final DTM Trophy instalment. Green, at the wheel of an FK Performance Motorsport BMW M4 GT4, had to chase home ex-Formula 3000 racer Nico Verdonck's Toyota in second place in the opening race, with Tregurtha taking his CV Performance Group Mercedes-AMG GT4 to fourth.

Tregurtha's pole for the Sunday race put him level on points with Green, who had qualified fifth. As the race moved into its second half, it turned into a fight for the lead – and the title – between Green and Tregurtha. The battle caused Tregurtha to drop back to third and, while he reclaimed second on the final lap, that was insufficient to stop Green (below).



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F1's 'missing' pole winners

Pole position goes to the fastest qualifier, right? Not always – and sometimes the reason why not is flawed

ALEX KALINAUCKAS

Motivation is a powerful tool for athletes. Some think back to past slights or wrongs they have endured to drive them onwards. Others are determined to reward faith shown by supporters or family. Some target specific milestones.

There's a curious anomaly in Formula 1, which threads through the motivation for drivers at each grand prix. In qualifying, every driver wants to start as high up the grid as possible. The Q1-Q2-Q3 session isn't as meaningful as the points-awarding race, or as glamorous as a 'grand prix', but the desire to do well there is clear. It aids the main objective. There's even an incentive at the end – the fastest driver gets credited with securing 'pole position'. Except sometimes, through no fault of their own, they don't. And this is faintly ridiculous.

Let's get something out of the way first. Yes, 'pole position' is the first spot on the grid and is worded as such in the rules, and there are plenty of killjoys with anonymous social media profiles ready to point that out. But it's much more than that, and that is what makes motorsport magical. Passion matters in this context. Securing pole with a blistering lap should be celebrated, and is. So, why then does F1 get itself into a farcical situation where drivers with grid penalties lose a statistic that can mean much to them personally or even materially (sponsorship, contract rewards, etc)?

"It's a travesty Schumacher and Hamilton don't get the poles for Monaco 2012 and Turkey 2021"

Yes, the rules have been developed to the point where exceeding the allocation of certain car parts or bad driving needs to be punished with grid drops to try to ensure legality. But that surely shouldn't impact the tangible, real reward of a driver being able to point to a certain pole stat and say, 'I did that, me – I was the best in that session.'

This situation is back in the spotlight because at last weekend's Turkish Grand Prix, Valtteri Bottas got his 18th F1 pole – equal with Mario Andretti, Rene Arnoux and Kimi Raikkonen. Except he didn't top qualifying. Lewis Hamilton did – only he was always set to drop 10 places for the race after taking a fourth internal combustion engine of 2021 ahead of practice. When asked how it felt to have the Istanbul Park pole taken away, Hamilton replied: "Well, I still... I get recorded the pole, right? No? Ah, dammit."

When Autosport followed up on this, asking if F1 and the FIA should look at finding a way to ensure great 'missing' qualifying performances are recorded in the history books, Hamilton said: "I don't think the penalty should affect that", but was also dismissive: "I don't really care, to be honest."

Hamilton often makes similar comments about other milestones, such as win totals, which one can assume is his honed motivational approach – to deliberately play them down to make sure he reaches them. After all, focus too much on something and you might just miss it. We can be fairly sure Hamilton cares considerably, or he wouldn't still be breaking records.

The need to ensure that the sporting rules are enforced must stay, of course, but even with the grid drops, surely F1, which is so utterly fond of innovation – in every area, including self-aggrandisement – can come up with a way to fix this wrong. An asterisk in the record books isn't exactly complex. Nor is calling the winner of a sprint race exactly that, and not giving them the pole stat when the Q3 victor gets ignored if they don't win said sprint race. That debate is already being had, and Bottas has been particularly hard done by here given he topped 2021 Monza qualifying and won F1's second sprint race but still got no pole stat thanks to his engine-change grid drop for the grand prix (*at least that evens out the Turkey pole! – ed*).

On four other occasions F1 drivers have gone to the limit to secure pole and it is forgotten, excluding the separate issue of penalties due to technical infringements (such as Hamilton losing pole at the 2012 Spanish GP for having insufficient fuel in his McLaren). Kimi Raikkonen lost pole at the 2005 Italian GP with a 10-place grid drop for an engine change. Fernando Alonso was docked five places for his actions blocking Hamilton in the McLaren pits at the Hungaroring in 2007. Michael Schumacher famously never lined up on the 2012 Monaco pole he'd secured as he had to serve a five-place grid penalty for clattering Bruno Senna in Spain the race before. And Verstappen lost Mexico 2019 pole for failing to slow for a yellow flag, out because of Bottas's Q3 crash.

Now, the Alonso and Verstappen lost poles are anomalies within anomalies because they didn't abide by the sporting rules and so were punished accordingly. But it is a travesty that Schumacher and Hamilton don't get the poles for Monaco 2012 and Turkey 2021. In the former's case, it would have been one more, final, pole in a glittering career – taken in well-executed circumstances at a legendarily tough track. At the age of 43. That means something.

This whole argument might be trivial to some, but motorsport is multi-faceted and brilliant for it. To forget great performances in the face of cold regulation when a driver is not at fault is a wrong that simply should be righted. ❧



Looking after mental health in F1

A progressive approach to this once-stigmatised issue is not just about ensuring the wellbeing of personnel – it also pays dividends in team performance

LUKE SMITH

Formula 1 has built its reputation on pushing all of its aspects to the limit. At the very core of competing in the series is a never-ending quest to be faster. Be better. Be bigger. Do more. The push for more also applies to the calendar. The 23 races scheduled for next year, while bringing in important revenue, look set to come at a greater personal cost than ever before, particularly when it comes to wellbeing and mental health.

Drivers and top management at F1 teams may enjoy the luxuries of private jets, swanky hotels and slimmer schedules. But for the mechanics and staff committing to a full season, with each race weekend packed with 12-hour days and stints on-site well surpassing the core on-track action, such a commitment can be daunting.

AlphaTauri team principal Franz Tost recently said: "We all should be happy that we are in a position to be in F1 and to have 23 races. If someone doesn't like it, then he should go." The comment was not well received, lacking appreciation and empathy for the challenges facing people in F1. Sebastian Vettel warned that F1 "mustn't neglect that we are a group of human beings travelling around the world" as it continues to expand the calendar, and "must be very careful where we want to put our interests".

The discussion of mental health in F1 is something that has been gathering momentum in recent years, thanks to figures such as

"The bullies and the blunt-minded, they don't have these abilities. They reach a limit"

Lando Norris opening up. But to mark World Mental Health Day (10 October), Autosport investigated the practical measures teams have in place to care for their employees' mental health and wellbeing.

McLaren has been one of the most vocal teams on the matter. Team boss Andreas Seidl said the calendar was a "huge burden on our people", and that it was critical to discuss the struggles it may cause openly as a team. McLaren's partnership with the charity Mind is an important example of an F1 team directly addressing mental health. At the Turkish Grand Prix, team members all wore Mind badges, while Norris and Daniel Ricciardo designed special T-shirts to raise money for the charity that sold out rapidly.

McLaren has eight trained mental health first-aiders as part of its race team, ensuring that those travelling can get support when required. Its team trainer takes a key responsibility looking

after mental health on race weekends, while McLaren also has a sports psychologist who attends a number of grands prix throughout the year to assist overseeing its internal wellbeing.

At Mercedes, mental health is taken extremely seriously, in part thanks to the passion for the subject of team principal Toto Wolff. He told Autosport in an exclusive interview that the stigma surrounding mental health was "something very difficult to break", but hoped he could "have a contribution in reducing it".

"We are working in this fantastic environment and you see us all smiley on TV," he said. "But it's important for us to say not everything that shines is gold."

When Wolff began to encourage and action mental health initiatives at Mercedes, he was pleasantly surprised to find there was little pushback, with the openness being embraced as the team sought not only support, but additional human performance.

Mercedes has a wellbeing programme that focuses on physical health, mental health and recovery. It has a dedicated wellbeing manager, Chris Armstrong, who holds weekly meetings with staff to gauge the general mood of the team from top to bottom. It helps provide feedback on areas such as travel and workload, as well as seemingly simple elements like gym classes or lunches to offer at the factory. Every team member is also offered mindfulness, while discussions surrounding mental health are encouraged.

The team also places a focus on ensuring that employees follow pursuits outside of working in F1 – the clearest example of that is Lewis Hamilton, whose recent ventures in fashion and music have coincided with some of the greatest successes of his career. Mercedes operates a confidential support system for those requiring a safe space to discuss their mental health, and also has 45 mental health first-aiders across the F1 team, ensuring there is a suitable point of contact for those needing support.

"I want team members to know they can turn to each other and have a difficult conversation, and say, 'I'm not feeling great,'" says Armstrong. "Having that is so powerful. Silence can often be negative, in terms of performance."

Wolff felt the sensitivity linked to mental health was in fact a "superpower" that unlocked greater human performance, something key in a title fight as close as Mercedes' current one. "It gives you an edge in understanding yourself," he said. "Many of us that you would identify as high performers actually perform because they have this fine sensorium. The bullies and the blunt-minded, they don't have these abilities. That's why they will reach a limit that is impossible to overcome."

The discussion surrounding mental health is going a long way to breaking some of the stigma in F1, but it's the action that follows that ensures those working in the industry can enjoy long careers, and not be burned out by the ever-expanding calendar. ✨



Remembering Dan Wheldon

It's 10 years ago this weekend since the British Indy ace was killed at Las Vegas. Here's the view of someone who knew him Stateside

DAVID MALSER-LOPEZ

Once upon a time, I reckoned Dan Wheldon was superficial, a pretty boy who found racing and winning came too easy because he was driving for a top team in the Indy Racing League. His winsome, cheeky smile, his bonhomie with TV cameramen and interviewers, his tendency to say only the right things in public, the kidding around with team-mates... From a distance, it all came across as somewhat forced and artificial.

And then I met him. Turns out I had been the superficial one, because I'd been judging the Emberton, UK-born lad only on what I saw or read in the media. I was on the other side of the US open-wheel split, covering the last few years of the Champ Car World Series. But at the end of 2005 I was given the opportunity to interview Wheldon, the first UK-born winner of the Indianapolis 500 for 39 years, and now also the Indy Racing League champion. Long before the end of our one-on-one time, I realised I should have had greater faith in the idiom, 'Speak as you find'. Dan was mesmerising.

Of course he was in sparkling form as he explained the great experiences he'd had at Andretti Green Racing and why he was joining Chip Ganassi Racing for 2006. But what really left an impression was how ferocious was his will to win. I left the interview convinced that he'd retain '500' and Series crowns.

And he could have done. His #10 Ganassi car led three quarters

"I should have had greater faith in the idiom, 'Speak as you find'. Dan was mesmerising"

of the 2006 Indy 500, but lost track position due to the way the cautions fell in the closing stages. Then he ended the season tied on points with champion Sam Hornish Jr, but missed out on the crown because of fewer wins than the Team Penske driver.

Wheldon's three years at Ganassi produced six wins but, while he boosted Scott Dixon's oval form by constantly striving for set-up perfection, the shy Kiwi inadvertently highlighted the fact that Wheldon's skills on street and road courses had been blunted. My own theory is that with ovals being so predominant in the IRL, Wheldon's desire for success meant he focused on what might lead to more Indy 500 wins and more IndyCar championships to the detriment of evolving his talent on courses that demanded right as well as left turns.

His chances of achieving series titles took a dive after the

2008 merger of IRL and Champ Car, as the number of road/street courses started to increase. Also affecting Wheldon's ability to win was the move from Ganassi to Panther Racing, a team that had conquered races and championships in the IRL era but was struggling to find its feet away from the ovals.

In fact, even on left-turn-only tracks, things were becoming ever tougher, for John Barnes's team ran only one car full-time, and the IndyCar field was becoming deeper in quality. Naturally, Wheldon was missing someone with whom to share data in practice sessions and thereby halve the amount of time it took to investigate potential race day set-ups. That particularly hurt when the 1.5-mile ovals were 99% down to the speed of the car.

But mercifully, Indianapolis Motor Speedway remained a major driving challenge in that era, and there Wheldon was magic. In both 2009 and 2010 he drove his Panther entry from 18th on the grid to finish runner-up, and while we're fond of saying that there's no race where second place means less, his results on those two Memorial Day Weekends were the result of Wheldon's maturity in the practice days. He knew that wherever he qualified, he could make his way to the front, so focused on making his car one of the best in traffic.

His Indy performances immortalised Wheldon, and that was appropriate. No other racer besides Al Unser Jr has ever conveyed so passionately the fact that he was bewitched by Indy, and no one other than Rick Mears and Dario Franchitti has more eloquently explained the techniques, demands and quirks of the Speedway.

At the end of 2010, Wheldon left Panther and was without a full-time ride — besides being test driver for IndyCar's next-gen chassis and engine. But former Andretti Green team-mate Bryan Herta, whose eponymous squad had started just one other IndyCar race — the previous year's Indy 500 — knew exactly who he wanted for his team for the 500 in 2011.

While many of us thought this pair's reunification was a cool story, few reckoned it was a winning combo against the Ganassi, Penske and Andretti hordes. But Wheldon believed it, Herta was optimistic, and their blend of gung-ho demeanour and meticulous analysis pervaded the little team throughout the Month of May. The #98 Bryan Herta Autosport machine qualified on the second row, ran in the top six seemingly all day, and Wheldon was in position to pounce on the final lap of the race when JR Hildebrand's Panther entry struck the wall. Indy win number two was in the bag.

After one of the most amazing final laps anyone could remember, many onlookers were mentally torn between empathising with the devastated Hildebrand and sharing the exhilaration of Wheldon and Herta. What happened at Las Vegas Motor Speedway less than five months later reminded everyone of what real devastation at a race track felt like — and made us truly gratified by the Indy outcome. 🏆

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REDEMPTION FOR BOTTAS AS VERSTAPPEN MOVES AHEAD

The Finn bounced back from a terrible race last year to win, but Mercedes missed an opportunity and lost the lead in the drivers' title once again

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport**
IMAGES



Bottas
confidently takes
control, converting his
inherited pole into
the race lead

W

hat a difference nearly 11 months makes. In Valtteri Bottas's case, that and several other critical factors were enough to have him go from "probably the worst race of my career" in the 2020 Turkish Grand Prix to a dominant "one-of-the-best" victory in similarly damp conditions in 2021 at Istanbul Park.

This time, Bottas was starting from an inherited pole. And he was sharing the front row with one of Formula 1's best wet-weather drivers: Max Verstappen. The pre-race signs did not look good. But he confounded the form book and snarky expectations with a dazzling, dominant display to take a famous victory ahead of Verstappen, in the process aiding the title ambitions of team-mate Lewis Hamilton. These three drivers were, once again, the central figures.

BOTTAS'S BOOM

Sunday had started grey and gloomy, with the 3.3 miles of track wet throughout. Conditions were the coldest of the weekend when the race started, with intermittent drizzle keeping the circuit damp in the run-up, with few patches of standing water. There was no danger of a delayed or safety car start – race director Michael Masi later explained that he did "not at all" consider such a move at any point – and so Bottas led the pack around to the grid on intermediate tyres. When the lights went out, he, Verstappen and the third-place-starting Charles Leclerc made near identical reactions, with the Ferrari gaining the most ground since Verstappen's start was away from the racing line.

At the first corner, the scene of his first of six spins here last season, Bottas swept ahead. That rather set the tone, and by the end of the first tour he was 1.3 seconds to the good over Verstappen, Leclerc 1.4s further back and soon a chunk away from the Red Bull.

The main action at the start centred on Fernando Alonso, who was tapped into a spin by Pierre Gasly as the Alpine tried to surge around the outside of Turn 1. The stewards later felt Gasly was "wholly" to blame for the clash and so he was given a five-second penalty – harsh considering he had the fast-starting Sergio Perez glued to his inside. On lap two, Alonso was involved in another small crash – this time the double world champion was more at fault when a lunge to Mick Schumacher's inside at Turn 4 ended with the Haas spun around and Alonso later being handed the same punishment as Gasly.

In the race's opening segment, the gap between Bottas and

Verstappen remained pretty steady around the 1.5s mark as they lapped in the mid-1m34s – "driving under the tyre," said Verstappen. "The key thing today was the tyre management," Bottas later explained, "and not to kill the tyres at the beginning of the stint, trying to play the long game." Taking the demanding Turns 1 and 8 as easy as possible while remaining fast was the important balance to avoid over-stressing the intermediates early on, which would later bite drivers back.

The Finn's approach to this phase of tyre management brought him to 2.1s ahead by the end of lap seven of 58, and over the next seven laps he built that lead to 3.7s. Here, Red Bull urged Verstappen to lift his pace, which he did – he moved into the 1m33s for the first time, and only left that range once over the next 16 laps. But Bottas matched Verstappen's times, covering off the Red Bull's surge with ease. On lap 19, he made what he called his "only" mistake of the race – "a bit of a snap in Turn 1 on the exit" – which cost him 0.5s sliding around, and Verstappen was able to close to 2.6s. But, again, the gap held steady before Bottas could pull away again, going over 3s once more at the end of lap 27 and then climbing significantly as Verstappen slipped back up the 1m33s, to the 1m34s and even once reaching 1m35s.

By the halfway point, the teams were agonising over when to call their drivers in for fresh inters, or risk leaving them out as they wore down in a bid to save a stop before pitting for slicks. Or even seeing if one set of inters would do the trick as it did for Hamilton in 2020 (albeit after starting that event on the full wets).

McLaren's Daniel Ricciardo had been an early guinea pig with his lap 21 stop for more inters, but his pace was not any faster. Sebastian Vettel would be the only driver to try slicks with Aston Martin's lap 36 gamble to take medium rubber, but that badly backfired, the wet patches and low temperatures costing critical tyre heat.

Verstappen "at one point said the tyres are pretty good" because they were "completely worn to slicks, very tricky out there when the track is like it was". As a result, Red Bull called him in at the end of lap 36, with the Dutchman now nearly six seconds behind Bottas.

The leader "didn't consider going through the whole race with one set [of inters]" because "at some point I started to feel a bit of vibration from the tyres and they were like slicks and eventually you would get the canvas". Bottas "always had it in my mind that we would be stopping at some point" and, when Red Bull pulled the trigger and replaced Verstappen's inters because there was a big enough gap to Perez's fourth place that he could rejoin ahead of his team-mate, it was



simple enough for Mercedes to bring Bottas in immediately and cover off any threat from behind.

There was actually briefly a menace, but not from Verstappen. Leclerc had only fallen to a maximum of 8.3s back from the lead during the race's opening stint, and hadn't been dropped completely. When Verstappen and Bottas pitted, he cycled into the lead from third and was soon asking Ferrari if he could make it to the end without stopping, his advantage 6.8s at the end of Bottas's out-lap. It would have been bigger had he not locked up and gone off at Turn 12 on the previous tour, costing nearly three seconds. "For the first five/six laps we were actually more or less in line with the pace," Leclerc said of his audacious bid to steal Bottas's race. "For me it was clear that it was not just rolling the dice. I was quick and we were all confident with that choice."

For nine laps the Ferrari held on to first, the team encouraged that Leclerc's gamble might just pay off by the state of Carlos Sainz Jr's tyres when he pitted for what would be delayed stop caused by the signal to release the car not going to the gantry lights as expected. Bottas was steadily chipping into his advantage, but it wasn't totally clear what would happen when he arrived because of a phenomenon that was impacting almost all the drivers. Those who had stopped earlier found the inters began to grain as they wore down on the drying line, and Bottas encountered this as he reached Leclerc's rear. But as he grappled with the changing rubber, Bottas's second set of inters "grained to >>

QUALIFYING



"It was my best pole," said Valtteri Bottas, tongue firmly in cheek. Because, of course, it wasn't. That statistic should rightly be awarded to Lewis Hamilton, who led the way for Mercedes in qualifying for the Turkish Grand Prix before dropping down the grid.

The result was perfect for Mercedes, which had decided to give Hamilton a fourth internal combustion unit ahead of Friday practice because of issues stemming from the part being pushed ever harder in the battle with Honda, because Bottas ended up second. He therefore inherited 'pole'.

But to get there, Mercedes had to navigate the tense Q1 session along with its rivals. Things were fraught because rain spots fell just as qualifying began, with heavier rain predicted. The cars queued up on softs at the end of the pitlane, fuelled to circulate for Q1's duration. In the end the rain held off, but the cool conditions kept things tricky, with Hamilton among those slipping off the road at the plunging Turn 1 left early on.

He still topped both Q1 and Q2 as things got brighter, albeit with damp patches remaining. The standout results from the opening two segments included Daniel Ricciardo being eliminated in 16th by Ferrari getting Carlos Sainz Jr through Q1 despite knowing he'd start last with his own engine-change penalty – the Spaniard bumped his McLaren replacement at the death. Mick Schumacher scored his highest F1 career qualifying result with 14th in Q2, while George Russell threw away a likely Q3 berth by "losing it at the last corner" and running wide in his Williams.

In Q3, Bottas led the way after the first runs back on the soft tyres – the top 10 had all got through Q2 on the mediums, bar Yuki Tsunoda, who eventually qualified 10th. Bottas's 1m23.071s was 0.022 seconds clear of Hamilton. Then Hamilton did something different, leaving his garage with five minutes of Q3 remaining.

"The track was drying, improving, so I wanted to have two shots at it," Hamilton said. "Even though we've got the soft tyre, [it's] still taking some time to get temperature into them."

Hamilton's second flier on a near-empty track put him back ahead and eventually secured first place with a 1m22.868s. He set the session's fastest sector-one time on his third go, but the softs faded, and he ended up 0.297s slower than his best. But it made no difference as Bottas's own softs had worn to the point that he missed the Turn 12 apex on his second run, and he went from 0.005s ahead at the end of sector two to 0.157s slower by the finish. Verstappen took third, rueing "the feeling" being "not ideal in terms of car balance".

"THE TRACK WAS DRYING, IMPROVING, SO I WANTED TO HAVE TWO SHOTS AT IT"

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the point that they were slicks again and then they were fine". He was within one second of the lead on lap 45. Just over one tour later he was back in front after surging to the inside of Turn 1 to take the lead, the wetter track no problem on his less worn tyres.

Ferrari brought Leclerc in at the end of lap 47, his pace now erratic and tumbling, but the Monegasque nevertheless left with "no regrets" about taking the course that he did. From there, Bottas checked out to the finish, coming home 14.6s to the good and with the point for the fastest lap as an added bonus, his 1m30.432s set on the final tour. "Very sweet, actually," Bottas said. "Overall, I think it was one of my best races in terms of how it went from beginning to the end."

One of the key differences between Bottas's disastrous 2020 performance here and his dominance last weekend concerned the track surface. It had been much discussed in the build-up after the FIA-mandated water-blasting had reset the asphalt, the black stuff coarser now, its stones visible and the surface bitumen oils forcibly removed. Even in the wet the winner felt the track was "quite grippy" and keeping heat in the inters was no problem: "It was like night and day to last year."

VERSTAPPEN'S DOOM

Once Leclerc had pitted, Verstappen was again Bottas's closest challenger, but the winner was left "surprised by the pace difference" between the pair over the second stint. There was a clear reason for this – Verstappen had opted to "bring it home", aware he lacked the pace to mount a victory challenge. He had made a go of the race during the early stages, the call to up his pace made as he and Red Bull felt conditions were drying. But it was clear that Bottas always had an answer and Verstappen knew "there was no point where I would attack". Red Bull's strategic options therefore narrowed, and it chose to pit Verstappen when it did because the tyres "had to go through a phase [where] you





had to almost machine them down to get to that slick; it was about not beasting them up too early", according to Christian Horner.

But Bottas's tyre management in the second stint prevailed, while Verstappen also had to contend with his steering wheel being "a bit left-hand-down" as the race's final third unfolded. He insisted this was because "the tyres are wearing so you get a bit of an uneven platform" that he "could feel already from the start", and said it wasn't "performance limiting". Neither was the error message he was seeing alongside his gearshift dashboard lights in the early laps, a problem solved by changing one steering wheel rotary "and it was fine".

Verstappen left Turkey back in the points lead, but it was clear from early last Friday that Mercedes had an edge despite the underlying pace of the RB16B. Then, Red Bull's engine was turned down as it usually is in practice, but its typical gains did not fully come since Verstappen struggled with understeer and balance problems in qualifying. This all stemmed from Red Bull being "a bit out the window", according to Horner, on car set-up for the new track surface. Mercedes, on the other hand, "did good preparation and the car has been in the right window", said its director of trackside engineering, Andrew Shovlin.

The teams had been provided with measurements of the roughness of the reworked track surface and so could trial various grip levels accordingly in their pre-event simulations in a bid to find suitable set-ups from the off. Mercedes nailed this, whereas Red Bull had to play catch-up. Although it did make progress – former Toro Rosso driver Sebastien Buemi put in the hours on the simulator back at its factory – this was a crucial difference in Verstappen's battle with the Mercedes pair in the sessions that mattered.

HAMILTON'S GLOOM

Hamilton's pre-practice internal combustion engine change meant he was forced to start 11th, but he was still a critical factor in last Sunday's event. And had several critical hidden factors turned out differently, he might have at least matched Verstappen's run from down the grid in Sochi to the podium.

At the start, Hamilton kept his nose clean and then imperiously passed Vettel at Turn 12 on the first lap. He then had an immediate look to pass Yuki Tsunoda, but was rebuffed before becoming stuck behind the rookie for six tours. Then, on lap eight, he made the first of two runs to the outside of Turn 3, blasting past to take eighth while still giving "a lot of space and a lot of room". This was a tactic the world champion said he deployed all race because everyone bar Verstappen is "not fighting for the same thing that I am [the world title]".

Lance Stroll and Lando Norris were dispatched in successive laps. Then Hamilton had to reach and pass Gasly, which he did simply on the outside line at the end of the back straight on lap 14 to take fifth. His next target was Perez, who was finding it "pretty hard to manage the tyres" for a change, rueing not "introducing" the inters correctly >>

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TRACKSIDE VIEW

FP3 begins with light rain further lubricating an already soaked track. The drivers are in no rush to get into their cars, and so we stop lambasting ourselves for taking an extra 10 minutes to quaff an awfully weak coffee in the dry media centre, the delay meaning we haven't reached our aim of hiking to Turn 4 by the time the one-hour session gets under way.

By the time we're in position 10 minutes in, the rain is fluctuating on and off, the clouds dripping on like a shower head depositing the final droplets after a completed ablution. The sun peeps out ever more confidently and we're regretting our four-layer approach – insane as *Peep Show* indeed would have it. Then Pierre Gasly arrives.

The AlphaTauri driver – soon joined by team-mate Yuki Tsunoda – takes things gingerly on the full wets. There's simply no point going full gas just yet. As the pair are joined by ever more cars, we wander down the hill towards Turn 5, then commit to reaching the Turns 9/10 near-chicane complex in the pause provided by George Russell's Turn 2 off and subsequent red flag.

Here, we're treated to a feast of approaches in how to be fast in damp but drying conditions. With the pack now on intermediates and finally at full chat for as long as they can be on the narrow dry line,



“THE FIRST MOMENT OF PERIL CONCERNS HOW MUCH KERB TO TAKE AT THE TURN 9 APEX”

lots of things are going wrong.

The first moment of peril concerns how much kerb to take at the Turn 9 apex, the corner's camber trickling any remaining wetness to the inside. The drivers are still nervous about how close they can get to normal speed here, as well as how far to the left they can venture. Esteban Ocon

provides an early lesson in not getting too greedy, as he's scrambling at his Alpine's wheel to stay straight after clattering the kerbs. Max Verstappen – his RB16B resplendent in its one-off Honda RA272 celebration livery – and Sebastian Vettel can't make the same save and pirouette.

Once through Turn 9, the drivers' second difficult choice is how much they risk hitting the Turn 10 apex kerbs. There's a balance to be struck between holding the momentum gained from successfully negotiating the Turn 9 slingshot, without the right-side tyres

spinning up on the wet kerbs.

Kimi Raikkonen and Fernando Alonso make big saves by backing off when their grip goes, while Charles Leclerc cannot and spins all the way across the track to the grass to our left. But Gasly is majestic, perfectly striking the Turn 10 speed balance, all the while his tyre slip and engine note noise combination suggesting imminent danger. The reward for Gasly is topping FP3. For us, it's a reminder of how well precipitation shows up the skill and daring these drivers possess.

ALEX KALINAUCKAS

Leclerc overcooks it and spins across the track and onto the grass





Victory joy for Bottas, though in hindsight Wolff would have made different Hamilton strategy call

as he should have in the early stages. On lap 34 the battle of the race started, with Hamilton initially attacking to Perez's outside at the end of the back straight. From there at Turn 12 to the first corner of the next lap, the pair ran side-by-side, wheel-to-wheel.

Hamilton edged Perez wide at the penultimate turn after sliding close to the Turn 13 right's inside kerbs. That meant the Mexican nipped behind the pitlane entry bollard in a move Masi "had a look at" but decided not to raise to the stewards because it was "good, hard racing" as "our regulations state in the [race director's] notes you only have to keep to the left of the bollard if you're committed to entering pitlane". Perez therefore was able to get back to Hamilton's side at the final turn and then steam down the inside line at Turn 1 to retake the fourth place he'd briefly lost when Hamilton crossed the start/finish line fractionally ahead.

Red Bull had a choice to make. Horner said his squad "could have left him out to keep holding up Lewis" but opted not to as it was not convinced one set of tyres could make it to the finish. Esteban Ocon's did, but he haemorrhaged time in the final laps and felt "one more lap I would have got a puncture". This doubt was also a factor in Red Bull pitting Verstappen when it did, with Perez coming in next time by on lap 37.

Now Mercedes had a choice to make. "We could have either played it very conservative and pitted him when Verstappen and Perez [did]," said Mercedes team boss Toto Wolff. "Fight it out on-track, probably come out behind Perez and fight for P4/P3 on-track. The other thing was to try to go long, and either think whether it's transition [time]

to a dry tyre, or just not stop." The middle approach is what Hamilton wanted. Mercedes initially did not move to cover Perez since it wanted to "wait and see" which of its three options might become the best course of action, said Shovlin. Then, on lap 42, Hamilton rebuffed instruction to pit as he maintained holding onto his first inters in a "hopeful" attempt to "miss a stop" and gain significant time. "The upside scenarios were a possibility of winning in the dry [with slicks] or P3 if we could make it all that way [on one set of inters]," said Shovlin.

So, Mercedes waited, but in the end Hamilton's times collapsed, albeit not as dramatically as Leclerc's had. He was even at one stage at risk of being passed by Gasly by the time Perez and Leclerc would theoretically have come through, so Mercedes, after much back-and-forth with Hamilton, convinced him to come in at the end of lap 50. He rejoined fifth and shot after Leclerc. But like Bottas earlier, the graining on the new inters bit and he fell back towards Gasly, "frustrated" because "I could see second, and then all of a sudden, I'm back in fifth".

Pirelli motorsport boss Mario Isola was certain that staying on one set of inters would not have worked for Hamilton, but really it was the hope of a late stop for slicks that might have resulted in a shock bid for late glory. But this was thwarted. Despite the rain never falling heavily at any point during Sunday's daylight hours, and it coming down only sporadically during the racing laps, the track never dried enough for slicks. The cloud cover was low, which combined with the cool temperatures and high humidity added up to a greasy surface throughout. Lando Norris even reported the spray in the early laps "was more like an oily water than just water", although Masi insisted there was no surface dirt "whatsoever". It all meant that Hamilton's desired crossover point to take slicks was never reached.

"In hindsight, I would have pitted 10 laps earlier and fought it out on-track," Wolff concluded on a day when Hamilton lost the standings lead to Verstappen with a fifth-place finish 4s behind Leclerc, who had been overtaken by Perez with seven laps to go in a simple outside run into Turn 12. "[Lewis probably would have] finished third or fourth. But there was much more to gain from the other more dynamic variant." ❧



Perez delivered for Red Bull, backing up Verstappen for fine 2-3 finish

NEXT F1 REPORT

US GRAND PRIX 28 OCTOBER ISSUE

Austin is back and it's a Hamilton 'happy place' where he has already won five times. Can he retake the points lead from Verstappen?

McLAREN BACK DOWN TO EARTH IN TURKEY

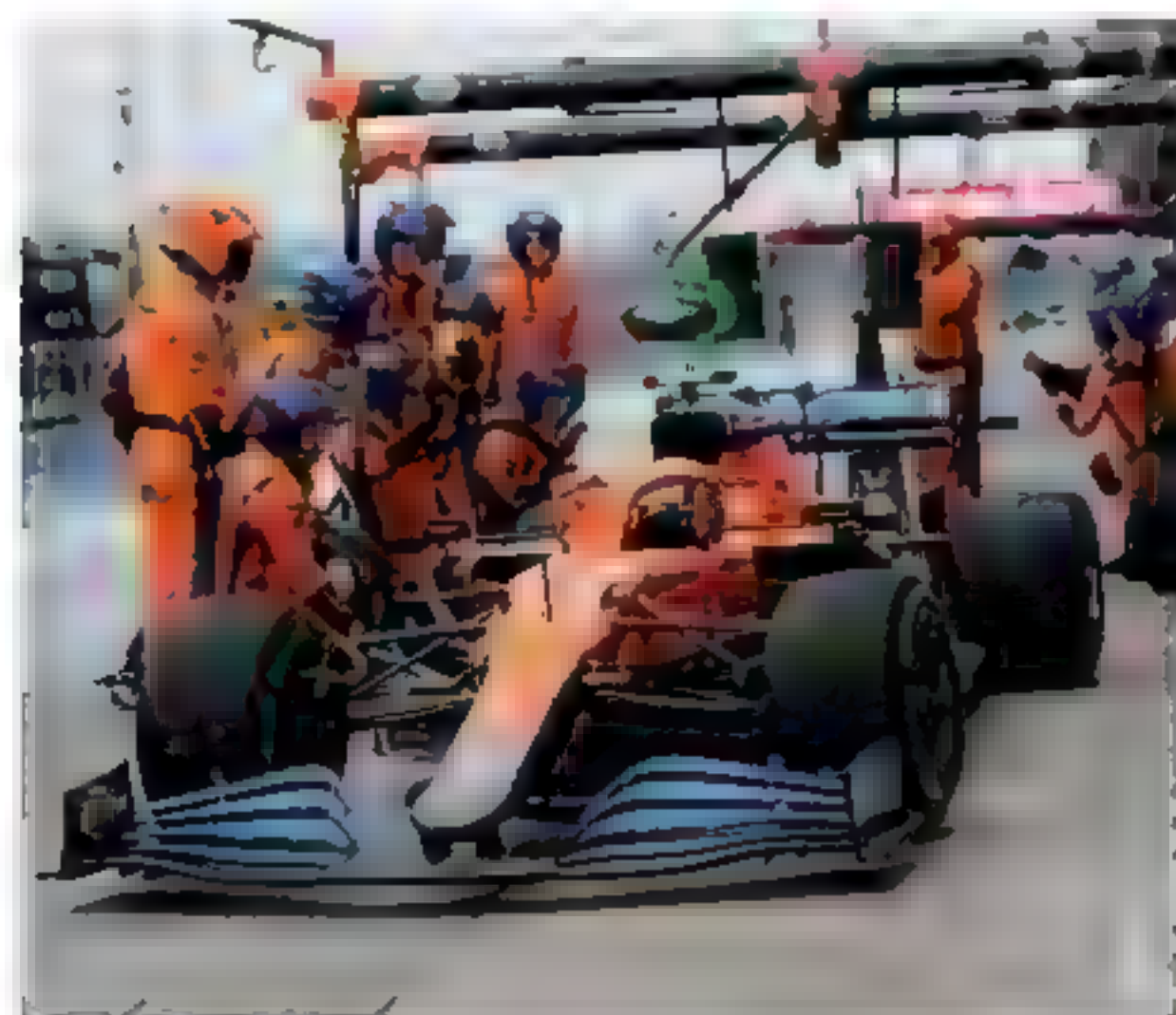
After victory at Monza and a near-miss in Sochi, McLaren's form took a dip in Turkey, where Lando Norris and Daniel Ricciardo could not match the leaders for pace.

The longer corners and front-limited nature of the Istanbul Park circuit played against the McLaren MCL35M's strengths, much as Zandvoort did last month.

After being knocked out in Q1 by Carlos Sainz Jr's late improvement, Ricciardo took an all-new power unit and started last, but struggled to make up places as his Ferrari rival did. His front tyres overheated in traffic, and Ricciardo was the first driver to take new intermediates on lap 21, but felt they were "hanging on by a thread" in the closing stages as he ran 11th, making him easy prey for both Alfa Romeos to pass with two laps remaining.

Norris started seventh and held position for the opening stint, but couldn't keep up with Pierre Gasly. Norris took new intermediates on lap 34 and found himself catching Gasly as the AlphaTauri worked to pass Lewis Hamilton for fifth late on. But he couldn't get close enough to pass, leaving him seventh at the finish.

"The dirty air basically made it impossible to overtake even if they were like two seconds slower than you," Norris said, additionally suggesting he was "quite scared" by the dirty spray being kicked up by cars off the asphalt at the start.



Gasly and Alonso differ with stewards over 'sandwich'

Pierre Gasly and Fernando Alonso both agreed that the AlphaTauri driver was left in a "sandwich" that led to their first-corner contact. This dropped the Alpine down the order to scrap in the pack, where Alonso soon had a clash with Mick Schumacher.

Gasly led Alonso off the line in fourth and fifth, but Sergio Perez's dive to the inside of Turn 1 meant their battle suddenly became three-wide. With Gasly giving Perez room on the inside and Alonso hanging onto the outside line as they exited the plunging left-hander, contact from Gasly's right-front to Alonso's left-rear spun the Spaniard around.

The stewards ruled that Gasly "was wholly at fault for the collision, as he did not leave enough space for Alonso on the outside" and did not "consider this incident as an unavoidable lap one Turn 1 contact between two cars [where leniency is usually granted in such cases], as Gasly was not sandwiched between two cars

when he touched Alonso's car".

But Gasly, who despite being given a five-second penalty went on to finish sixth, insisted he was indeed "sandwiched between Sergio and Fernando". Alonso said: "Pierre was in a sandwich going into the corner and hit the rear of my car."

Alonso rejoined into Turn 2 well down the order, and could not recover the ground to his high grid spot after he biffed Schumacher around at Turn 4 on the second lap. Alonso said he "tried to overtake Mick, I thought I was alongside him, but obviously it was a late move".

Alonso, who was 16th at the finish, was also given a 5s penalty and two licence points since the stewards felt he "never got in a position to complete the move". "Unfortunately, he had the spin," said Alonso, "and I got the penalty. I take it, of course."

Schumacher, who fell from 15th at the time of the clash to 19th, felt his car "didn't feel 100% afterwards".

BIG NUMBER

11

Ferrari's Carlos Sainz Jr made the most progress of any driver up the order last Sunday, going from 19th to eighth after his engine-change grid penalty. Without a slow pitstop he might have got into the Pierre Gasly/Lando Norris scrap too.



Q&A

**ESTEBAN OCON
ALPINE DRIVER****How did you find
doing a race with
no pitstops?**

Yeah, it was a good race. I made a joke that the guys were tired so we thought, 'Let's not give them the stop that time!' But no, it didn't happen like that. When I was fighting with Seb [Vettel at the halfway stage] we were debating a bit: 'Should we stop, should we keep going?' And at the time I had really good pace, the tyres were in good shape and I thought, 'Let's just keep going.' We tried – risk and reward – and at the end it paid off. We got a small reward which is a point.

**Fernando Alonso
stopped early, so
could the team
look at his tyres?**

Still at the end we were wondering if the front tyre was going to last because they were quite damaged

and we could see the rope from the outside of it so clearly. I think one more lap I would have got a puncture and two more corners I would have got overtaken by [Antonio] Giovinazzi. So yeah, it was a risky move but worth taking it.

**Did it make sense to stick
with it once you were
locked in?**

It definitely made sense, yeah, and I'm happy that we stayed firm on our

decisions. And as I said it was worth it.

**How tricky was it on the
last lap?**

Very difficult, because as I said, probably one more lap I would have got the puncture. I was trying to avoid kerbs and not damage the front-right tyre more. I was seconds slower than Giovinazzi, so it was a huge amount and I was trying to keep it on track. It was mega difficult.

**Is this the hardest point
you've earned?**

Yeah, we muscled our way through them all today. And on not the best of all the weekends that we had, it's good that we fought that hard and got a reward out of that weekend.

**POINTS FOR
STROLL AS VETTEL
GAMBLE FAILS**

Sebastian Vettel paid the price for a slick-tyres gamble midway through the Turkish Grand Prix, which backfired so spectacularly that he pitted a single, spin-filled lap later.

Vettel sat 10th through the opening stages of the race but dropped out of the points after being passed by the recovering Carlos Sainz Jr, who glanced the Aston Martin while overtaking at Turn 12.

As his intermediate tyres wore down, Vettel decided to roll the dice and switch to medium slicks at the end of lap 36. But he immediately struggled for traction upon rejoining, and spun twice on his out-lap before crawling back to the pits, where he also lost the rear end of his Aston at the pit entry.

"I made the decision, I wanted to try to go for it," Vettel explained. "On the inters there was nothing left so I thought the dry tyres could be as good. It was worse than I expected."

Vettel fell all the way to 19th after moving back onto inters, and ultimately crossed the line 18th, ahead only of the two Haases.

After reaching Q3 on Saturday, Lance Stroll brought home two points for Aston in ninth, passing the non-stopping Esteban Ocon with five laps to go. Stroll suffered a slow left-rear tyre change at his stop, but didn't think it impacted his result.

**'Driving blind' Mazepin contrite
after getting in Hamilton's way**

Nikita Mazepin said he was "extremely sorry" for blocking Lewis Hamilton halfway through the Turkish Grand Prix, when the world champion initially moved to lap the Haas.

Hamilton came upon Mazepin at the Turn 11 right-hand kink in the middle of the back straight on lap 28. But instead of staying to the left and out of the Mercedes' way, Mazepin stuck to the racing line, causing Hamilton to brake and back out.

Mazepin then let Hamilton past on the run to Turn 12 and afterwards explained he was "driving blind" at the time.

"First of all, extremely sorry to Lewis," said Mazepin. "The spray – Turkey isn't exactly the cleanest spray that we have, so it flies and dries out [on the mirrors]."

Race director Michael Masi looked at the incident but decided "there was nothing further [warranted] from that point".



Experiencing an **ENDLESS SUMMER**

The December to March period is typically one of inactivity for UK-based exotic car owners, when their pride and joy is shuttered away while awaiting better weather in the spring. But skiing doesn't have to be the only alternative for trackday enthusiasts to get their thrills over winter says Markus Gedlich, the promoter of Endless Summer events held across the finest racing venues in Portugal and Spain throughout the winter months.

"We created Endless Summer trackdays in 2010 to cater for hobby drivers, amateurs and professionals to provide them with the ultimate driving experience, blending motorsport with leisure," he says. "It has been phenomenally successful, with many familiar faces returning year after year to enjoy the biggest trackday series in Europe."

The highly experienced team at Gedlich Racing organises a series of 14 two-day trackday experiences, some limited to race vehicles only, at Formula 1-standard circuits across the Iberian Peninsula that are renowned for being fun and professional.

Open to drivers of all levels of experience, from novices to trackday veterans and teams looking to conduct professional testing in preparation for the upcoming racing season, Endless Summer events offer 1-1 coaching from experienced experts who will provide advice and help define goals, plus provide use of data and video analysis on the Race Navigator system.

Gedlich Racing arranges for your own vehicle to be transported and safely stored near to your first booked event, ready to go upon arrival, and then transportation to subsequent events. Trusted local partners provide car maintenance, parts and tyre servicing.

A huge variety of race-ready rental cars are also available to suit all budgets and skill levels. These range from near-stock machines to more powerful TCR, Porsche Cup, LMP3 and GT3-spec machinery from major manufacturers including Mercedes, BMW and Audi, each coming with fully trained race mechanics who will ensure the car is perfectly prepared.

Prospective drivers can also get a chance to sample competitive action as part of the GT Winter Series package also organised by Gedlich Racing, with four race dates planned on the same weekends as Endless Summer trackdays.

"Opportunities to test and race on the same weekend allow drivers to improve their skill levels and grow in confidence," says Gedlich. "It makes for an ideal platform for beginners starting out on their racing journey."

Travel arrangements including flights, accommodation and rental vehicles are all included as part of the package, along with trackside hospitality for drivers and guests.

A limited number of slots are available to guarantee the best on-track experience. To avoid disappointment, call +49 69 900 28 429 or contact office@gedlich-racing.com.

ENDLESS SUMMER 2023 DATES

4-5 Dec	Ascari
11-12 Dec	Portimao (GT Winter Series)
15-16 Jan	Estoril (GT Winter Series)
18-19 Jan	Portimao
20-21 Jan	Portimao (race cars only)
22-23 Jan	Ascari
6-7 Feb	Portimao
10-11 Feb	Jerez (race cars only)
12-13 Feb	Jerez (GT Winter Series)
16-17 Feb	Iberia
19-20 Feb	Ascari
5-6 Mar	Ascari
9-10 Mar	Aragon
TBA	Catalunya-Barcelona (GT Winter Series)



DRAWING BOARD

GIORGIO PIOLA

RAIN REVEALS FRONT-WING AERO SECRETS

Thanks to the weather conditions across the Turkish Grand Prix weekend, the TV images showed the distinct vapour trails pouring off the exposed tips on the cast of Formula 1 front wings. This was a great indicator of the way that the aerodynamicists set up the inboard part of the front wing to generate vortices and fire it

towards the bargeboards and behind the front wheels.

Because the tips are exposed, the high-pressure air on top of the front wing attempts to equalise the pressure distribution by circulating underneath the wing, which is of a lower pressure. That forms the vortex at the tips, which is then shaped by the inboard portion

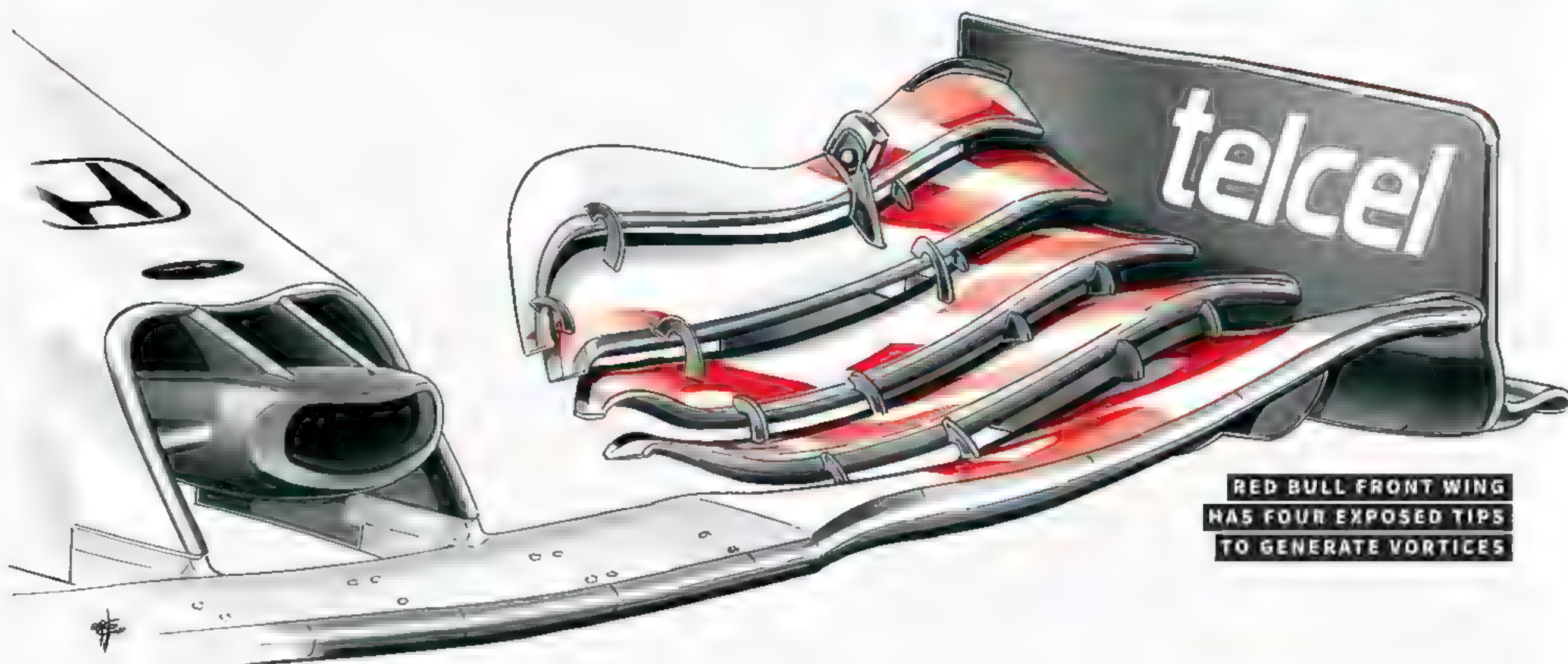
of the wing and placed where it's needed.

Because the rotating airflow has a lot of energy, it's able to drift outwards, following the bodywork underneath the nose and along to the bargeboards, to push the tyre wake outwards. This limits the amount that this wake turbulence interrupts the

clean airflow passing over the bodywork, and also stops it from decreasing the floor's efficiency.

The Red Bull wing uses exposed tips on four wing flaps to exert more control; other teams opt to meld the first and second elements, using three tips to generate vortices.

JAKE BOXALL-LEGGE



RED BULL FRONT WING HAS FOUR EXPOSED TIPS TO GENERATE VORTICES

THE RETURN OF WHEEL COVERS

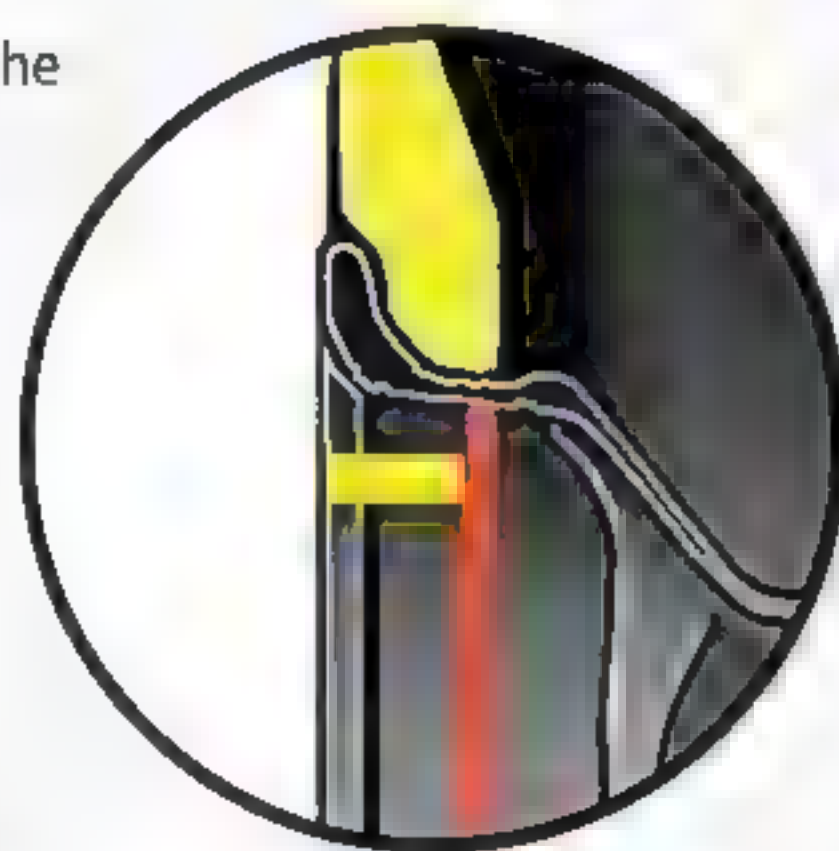
Wheel covers will make their return to F1 next season, for the first time since the 2009 season, as part of the 2022 overhaul in the aerodynamic regulations. These were used previously in F1 to reduce the scale of the wheel wake, reducing the turbulence that the rest of the car had to contend with. Back then, however, the covers 'floated' in the wheel rim and remained stationary as the wheels turned, but the 2022 regulations mandate that they must move with the same rotational velocity as the wheels themselves.

With the move to 18-inch wheels for 2022, the aerodynamic impact will be altogether different. Although the sidewalls

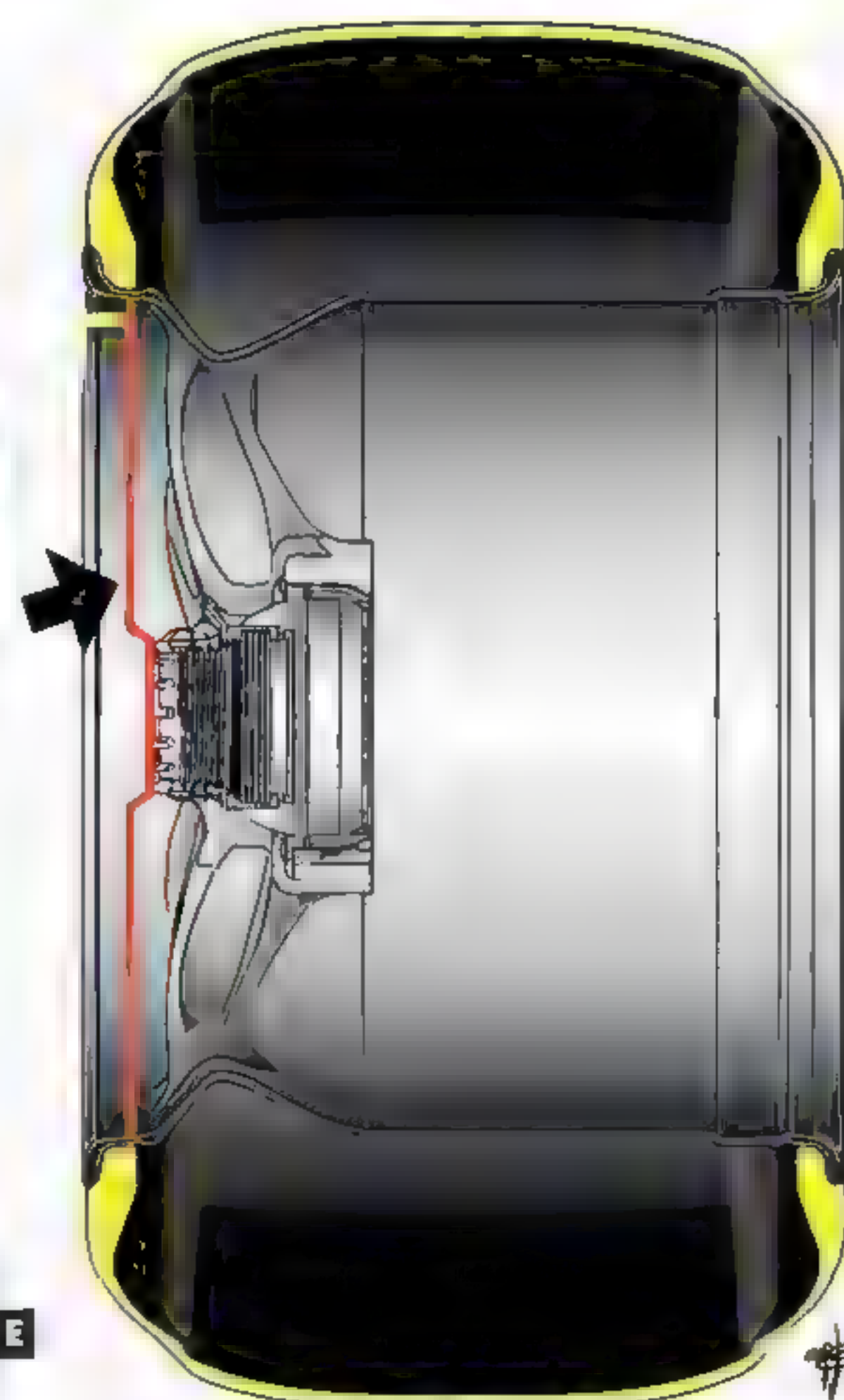
will flex less and thus reduce the aerodynamic inconsistencies attached to the movement of the tyre rubber, the larger rims would theoretically create more drag. The wheel covers have been reintroduced to offset that. The wheel cover must attach to the rim as shown, and must form an aerodynamic seal to it.

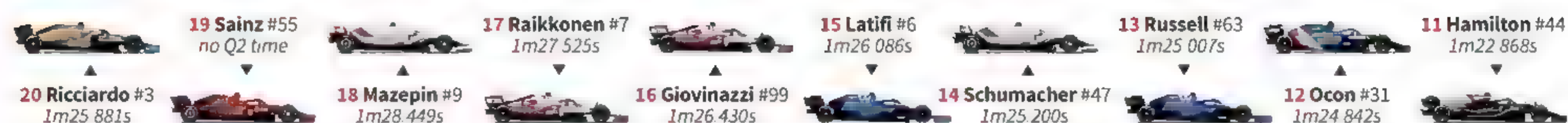
One of the consequences of this will be the retention of brake temperature within as it cannot be radiated outwards as with an exposed rim, and so this will present a challenge to the engineers in managing the heat transfer out of the brakes.

JAKE BOXALL-LEGGE



2022'S WHEEL COVERS MUST BE ATTACHED TO THE RIM AND EXPECT ISSUES WITH BRAKE HEAT DISSIPATION





FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m24.178s
2	Verstappen	1m24.603s
3	Leclerc	1m24.654s
4	Bottas	1m24.842s
5	Sainz	1m24.860s
6	Ocon	1m24.909s
7	Norris	1m25.347s
8	Gasly	1m25.382s
9	Alonso	1m25.383s
10	Perez	1m25.459s
11	Russell	1m25.685s
12	Ricciardo	1m25.750s
13	Vettel	1m25.810s
14	Giovinazzi	1m25.813s
15	Latifi	1m25.863s
16	Raikkonen	1m25.933s
17	Stroll	1m26.361s
18	Tsunoda	1m26.424s
19	Schumacher	1m26.636s
20	Mazepin	1m27.019s

WEATHER Sunny, air 19-20C track 25-30C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m23.804s
2	Leclerc	1m23.970s
3	Bottas	1m24.214s
4	Perez	1m24.373s
5	Verstappen	1m24.439s
6	Norris	1m24.525s
7	Alonso	1m24.660s
8	Ocon	1m24.672s
9	Gasly	1m24.756s
10	Giovinazzi	1m24.796s
11	Tsunoda	1m24.882s
12	Sainz	1m24.903s
13	Stroll	1m25.020s
14	Ricciardo	1m25.060s
15	Raikkonen	1m25.143s
16	Vettel	1m25.229s
17	Latifi	1m25.307s
18	Russell	1m25.358s
19	Schumacher	1m25.480s
20	Mazepin	1m25.698s

WEATHER Sunny, air 19-20C track 26-31C

FREE PRACTICE 3

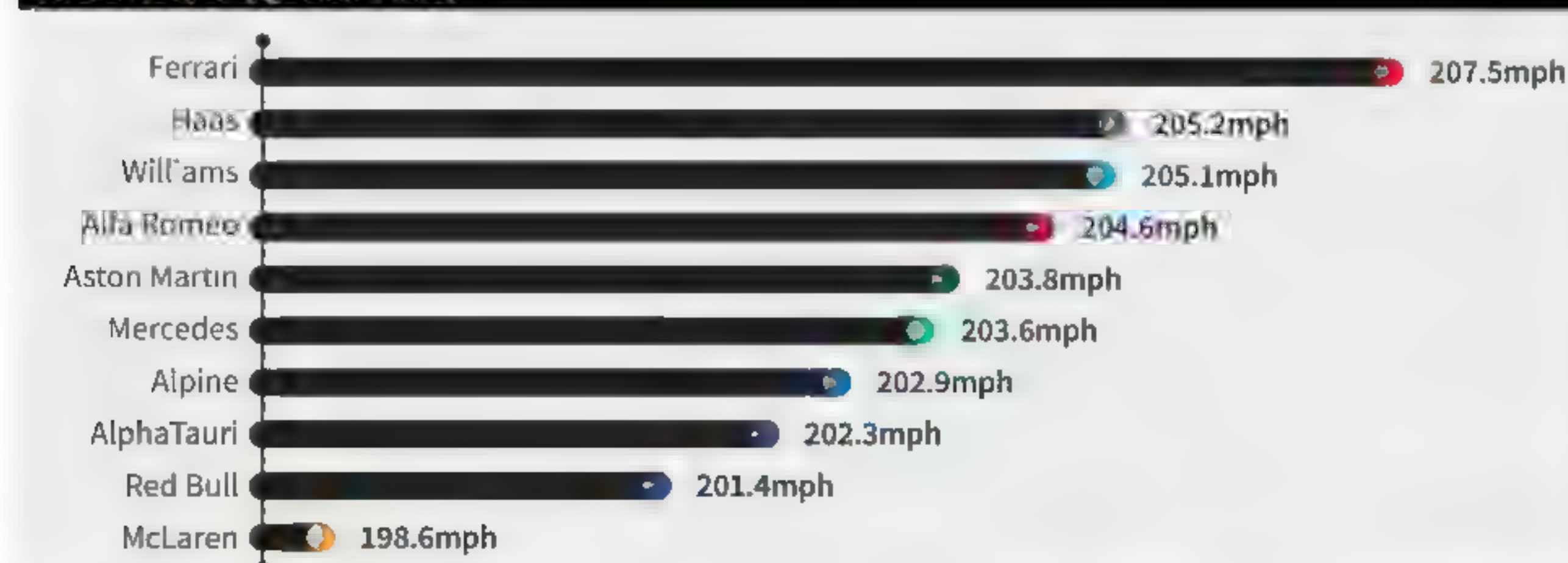
POS	DRIVER	TIME
1	Gasly	1m30.447s
2	Verstappen	1m30.611s
3	Perez	1m30.684s
4	Sainz	1m31.262s
5	Leclerc	1m31.543s
6	Alonso	1m31.545s
7	Raikkonen	1m31.572s
8	Tsunoda	1m31.981s
9	Bottas	1m31.996s
10	Ocon	1m32.089s
11	Giovinazzi	1m32.097s
12	Vettel	1m32.111s
13	Schumacher	1m32.228s
14	Ricciardo	1m32.270s
15	Norris	1m32.314s
16	Stroll	1m33.348s
17	Mazepin	1m33.425s
18	Hamilton	1m33.636s
19	Latifi	1m35.681s
20	Russell	no time

WEATHER Light rain then sunny, air 16-18C track 20-23C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	262.5	1	1
2 Hamilton	256.5	1	1
3 Bottas	177	1	1
4 Norris	145	2	1
5 Perez	135	1	2
6 Sainz	116.5	2	2
7 Leclerc	116	2	1
8 Ricciardo	95	1	4
9 Gasly	74	3	4
10 Alonso	58	4	6
11 Ocon	46	1	5
12 Vettel	35	2	5
13 Stroll	26	7	8
14 Tsunoda	18	6	7
15 Russell	16	2	2
16 Latifi	7	7	12
17 Raikkonen	6	8	13
18 Giovinazzi	1	10	7
19 Schumacher	0	12	14
20 Kubica	0	14	18
21 Mazepin	0	14	18

SPEED TRAP (QUALIFYING)



CONSTRUCTORS' CHAMPIONSHIP

Pos	Team	Points
1	Mercedes	433.5
2	Red Bull	397.5
3	McLaren	240
4	Ferrari	232.5
5	Alpine	104
6	AlphaTauri	92
7	Aston Martin	61
8	Williams	23
9	Alfa Romeo	7
10	Haas	0

QUALIFYING BATTLE

Driver	Pos	Driver	Pos
Hamilton	12	Bottas	4
Perez	1	Verstappen	14
Ricciardo	5	Norris	11
Vettel	9	Stroll	7
Alonso	9	Ocon	7
Leclerc	10	Sainz	4
Gasly	16	Tsunoda	0
Raikkonen	4	Giovinazzi	10
Kubica	0	Giovinazzi	2
Mazepin	2	Schumacher	14
Latifi	0	Russell	15

Based on Q1/Q2/Q3 sessions, not sprint races.
Events removed when one driver in a team could not participate for reasons outside their control

WINS

Wins		Pole Positions	
Verstappen	7	Verstappen	6
Hamilton	5	Hamilton	5
Bottas	1	Bottas	2
Ocon	1	Leclerc	2
Perez	1	Norris	1
Ricciardo	1		

Poles taken based on qualifying, not sprint races or grid penalties (official F1 scores would be Verstappen 8, Hamilton 3)

QUALIFYING 1

POS	DRIVER	TIME
1	Hamilton	1m24.585s
2	Verstappen	1m24.592s
3	Gasly	1m24.704s
4	Leclerc	1m24.869s
5	Perez	1m24.963s
6	Bottas	1m25.047s
7	Norris	1m25.138s
8	Alonso	1m25.174s
9	Sainz	1m25.177s
10	Tsunoda	1m25.409s
11	Russell	1m25.417s
12	Ocon	1m25.422s
13	Stroll	1m25.511s
14	Schumacher	1m25.555s
15	Vettel	1m25.787s
16	Ricciardo	1m25.881s
17	Latifi	1m26.086s
18	Giovinazzi	1m26.430s
19	Raikkonen	1m27.525s
20	Mazepin	1m28.449s

QUALIFYING 2

POS	DRIVER	TIME
1	Hamilton	1m23.082s
2	Bottas	1m23.579s
3	Verstappen	1m23.732s
4	Gasly	1m23.817s
5	Alonso	1m23.914s
6	Perez	1m23.961s
7	Leclerc	1m24.015s
8	Tsunoda	1m24.054s
9	Stroll	1m24.601s
10	Norris	1m24.642s
11	Vettel	1m24.795s
12	Ocon	1m24.842s
13	Russell	1m25.007s
14	Schumacher	1m25.200s
15	Sainz	no time

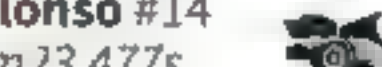
QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m22.868s
2	Bottas	1m22.998s
3	Verstappen	1m23.196s
4	Leclerc	1m23.265s
5	Gasly	1m23.326s
6	Alonso	1m23.477s
7	Perez	1m23.706s
8	Norris	1m23.954s
9	Stroll	1m24.305s
10	Tsunoda	1m24.368s

WEATHER Overcast but dry throughout, air 18-19C track 21-24C



STARTING GRID

 10 Vettel #5 1m24 795s	 9 Tsunoda #22 1m24 368s	 8 Stroll #18 1m24 305s	 7 Norris #4 1m23 954s	 6 Perez #11 1m23 706s	 5 Alonso #14 1m23 477s	 4 Gasly #10 1m23 326s	 3 Leclerc #16 1m23 265s	 2 Verstappen #33 1m23 196s	 1 Bottas #77 1m22 998s
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RACE RESULTS ROUND 16/22 (58 LAPS - 192.26 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Valtteri Bottas (FIN)	Mercedes	1h31m04.103s	49	In, In
2	Max Verstappen (NLD)	Red Bull-Honda	+14.584s		In, In
3	Sergio Perez (MEX)	Red Bull-Honda	+33.471s		In, In
4	Charles Leclerc (MCO)	Ferrari	+37.814s	9	In, In
5	Lewis Hamilton (GBR)	Mercedes	+41.812s		In, In
6	Pierre Gasly (FRA)	AlphaTauri-Honda	+44.292s		In, In
7	Lando Norris (GBR)	McLaren-Mercedes	+47.213s		In, In
8	Carlos Sainz Jr (ESP)	Ferrari	+51.526s		In, In
9	Lance Stroll (CAN)	Aston Martin-Mercedes	+1m22.018s		In, In
10	Esteban Ocon (FRA)	Alpine-Renault	-1 lap/+10.734s		In
11	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap/+11.489s		In, In
12	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap/+16.522s		In, In
13	Daniel Ricciardo (AUS)	McLaren-Mercedes	-1 lap/+19.071s		In, In
14	Yuki Tsunoda (JPN)	AlphaTauri-Honda	-1 lap/+24.426s		In, In
15	George Russell (GBR)	Williams-Mercedes	-1 lap/+28.116s		In, In
16	Fernando Alonso (ESP)	Alpine-Renault	-1 lap/+30.505s		In, In
17	Nicholas Latifi (CAN)	Williams-Mercedes	-1 lap/+36.016s		In, In
18	Sebastian Vettel (DEU)	Aston Martin-Mercedes	-1 lap/+55.883s		In, Mn, In
19	Mick Schumacher (DEU)	Haas-Ferrari	-2 laps/+19.286s		In, In
20	Nikita Mazepin (RUS)	Haas-Ferrari	-2 laps/+43.428s		In, In

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Bottas	1m30.432s	-	58
2	Sainz	1m31.921s	+1.489s	49
3	Norris	1m32.446s	+2.014s	50
4	Perez	1m32.459s	+2.027s	53
5	Raikkonen	1m32.586s	+2.154s	50
6	Stroll	1m32.608s	+2.176s	58
7	Vettel	1m32.730s	+2.298s	54
8	Leclerc	1m32.737s	+2.305s	57
9	Verstappen	1m32.759s	+2.327s	53
10	Hamilton	1m32.763s	+2.331s	52
11	Gasly	1m32.814s	+2.382s	50
12	Tsunoda	1m32.844s	+2.412s	54
13	Giovinazzi	1m32.904s	+2.472s	57
14	Alonso	1m33.252s	+2.820s	55
15	Ricciardo	1m33.255s	+2.823s	34
16	Russell	1m33.399s	+2.967s	53
17	Latifi	1m33.672s	+3.240s	48
18	Schumacher	1m34.209s	+3.777s	52
19	Ocon	1m34.584s	+4.152s	24
20	Mazepin	1m35.438s	+5.006s	52

WEATHER Overcast and light throughout, air 15-16C track 17-18C

WINNER'S AVERAGE SPEED 126.67mph FASTEST LAP AVERAGE SPEED 132.05mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



RACE BRIEFING

GRID PENALTIES

HAMILTON 10-place penalty for additional power unit elements used

SAINZ Required to start from the back for additional power unit elements used

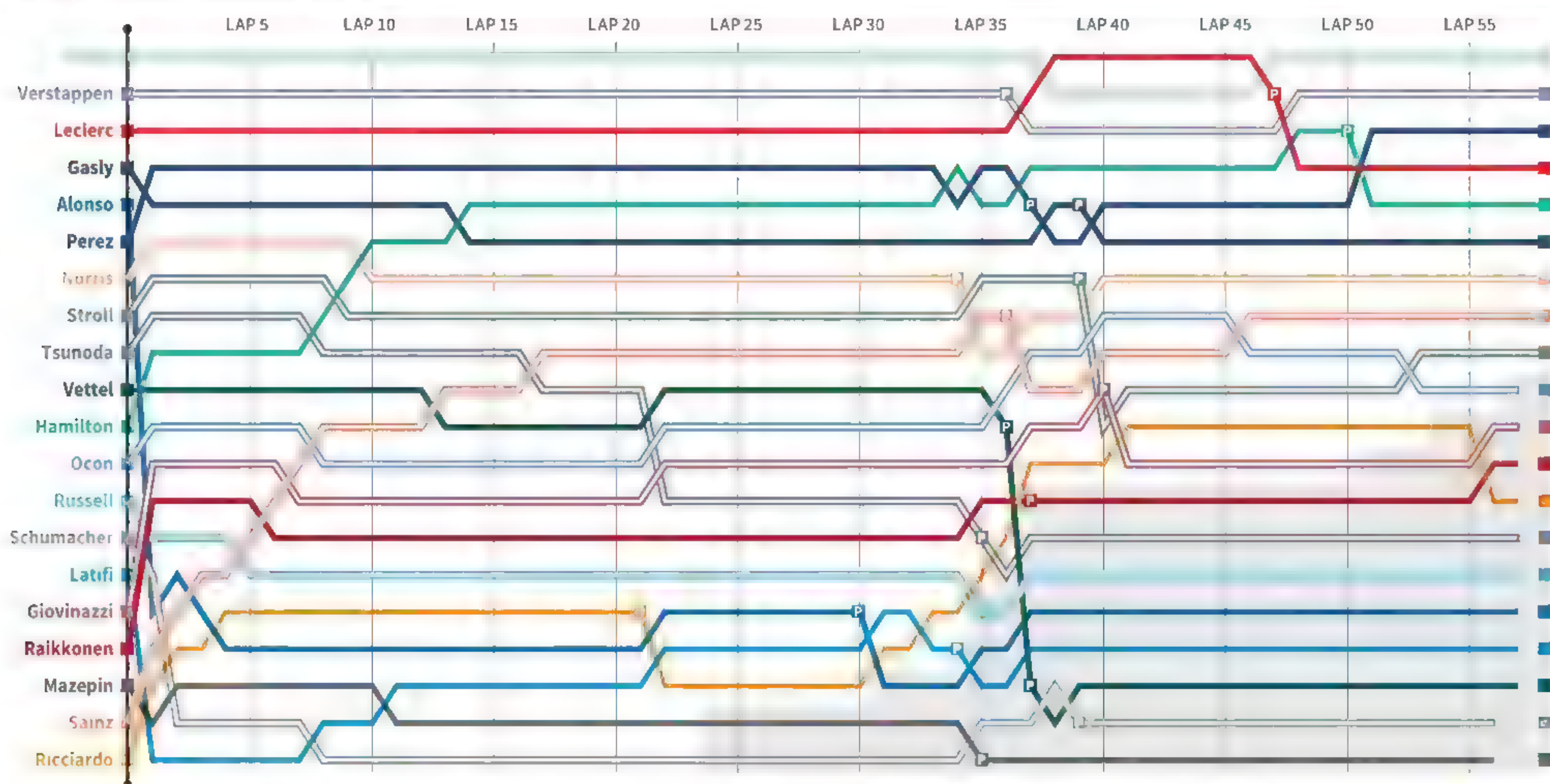
RICCIARDO Required to start from the back for additional power unit elements used

RACE PENALTIES

GASLY Five-second penalty and two licence points for causing a collision with Alonso

ALONSO 5s penalty and two licence points for causing a collision with Schumacher

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty □ Car lapped □ Safety car

KING CARLOS REIGNS AS TURKEY'S TOP-RATED RACER

The Ferrari driver collects the sole perfect 10, pipping team-mate Leclerc, while Hamilton, Bottas, Gasly and Schumacher also play starring roles

ALEX KALINAUCKAS

MERCEDES



Started 11th — Result 5th

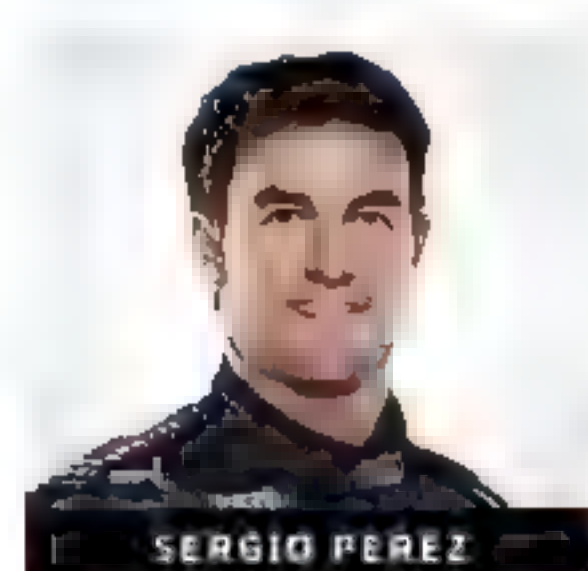
9 Score is boosted by his Q3 performance, where he was fastest. Wisely didn't push anyone apart from Perez too hard in the race as he climbed the order. But had he not resisted the call to pit earlier, then he'd have got through the inter tyres' graining phase again and might have passed Leclerc.



Started 1st — Result 1st

9 Brilliant in the race, but just misses the maximum for his qualifying defeat to Hamilton. Made a good race start, then displayed superior tyre-management skills to settle then keep the intermediates alive in both stints compared to Verstappen. Romped clear to win in style.

RED BULL



Started 6th — Result 3rd

7 Is saved the lower scoring his Q3 defeat to a slower Ferrari, AlphaTauri and Alpine deserves because of how he battled Hamilton in the race's wheel-to-wheel highlight and backed up Verstappen to the podium. Punished his inters in stint one, but learned from it to beat Leclerc in stint two.



Started 2nd — Result 2nd

8 After missing pole to the faster Mercedes, he couldn't pressure Bottas in either stint and was edged out in the tyre-management game. Later took the decision to take it easy and come home, surely with the title in mind. A rare display of discretion being the better part of valour.

McLAREN



Started 20th — Result 13th

5 Felt Q1 elimination was mainly down to not gelling with soft tyres, then started last after a full engine change. Thought pitting early for fresh inters was worth it before encountering graining again, and his long second stint meant he was powerless to resist the Alfas at the death.



Started 7th — Result 7th

7 Another driver close to progressing up the order late on, after he'd struggled getting stuck in Gasly's dirty air early on. Was then well away from the AlphaTauri at the end of the first stint, but made nearly all the time back by the end. Is marked down for losing out to Leclerc and Gasly in qualifying.

ASTON MARTIN



Started 10th — Result 18th

5 Eliminated in 11th in Q2 because he couldn't deal with the damp patches at Turn 1 in qualifying as well as others. That hurts his score, but it's mainly brought down by his misjudgement to try slicks as the race's final third approached. It was brave, but he reckons it cost him points.



Started 8th — Result 9th

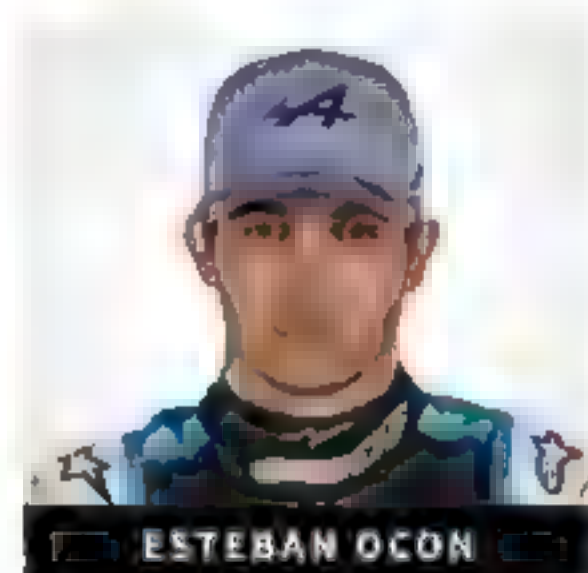
8 Had a Q2 off but still progressed to Q3 in any case, getting the maximum Aston was capable of in ninth. In the race he acquitted himself well on a track where he shone in 2020, coming home in the points despite a slow left-rear change – although he felt that made no difference to his end result.

ALPINE



Started 5th — Result 16th

6 Gets a reprieve for reaching Q3 and then beating Perez there. His score is brought down in part by his role in the Gasly clash (an outside attack at Turn 1 left him vulnerable), but mainly for his clumsy tag against Schumacher, for which he was penalised by the stewards.



Started 12th — Result 10th

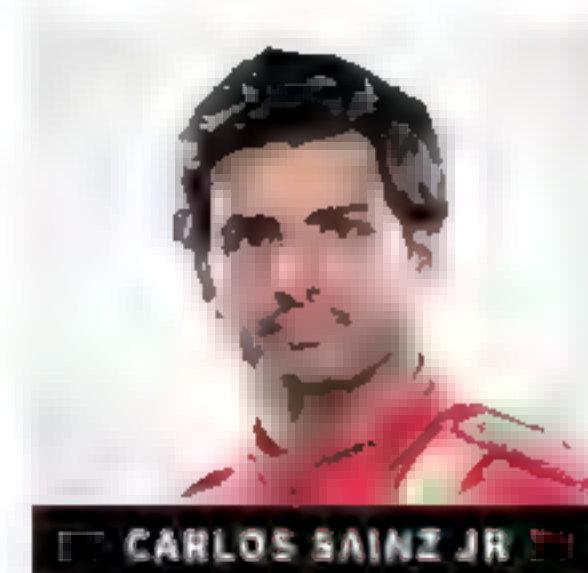
8 Can't score higher because of Q2 elimination while Alonso qualified sixth. Chased Vettel for the duration of the race's first half, and then amazingly completed a no-stopper on the inters. He did lose masses of time in the final few laps, but his efforts deserved to be rewarded with a point.

FERRARI



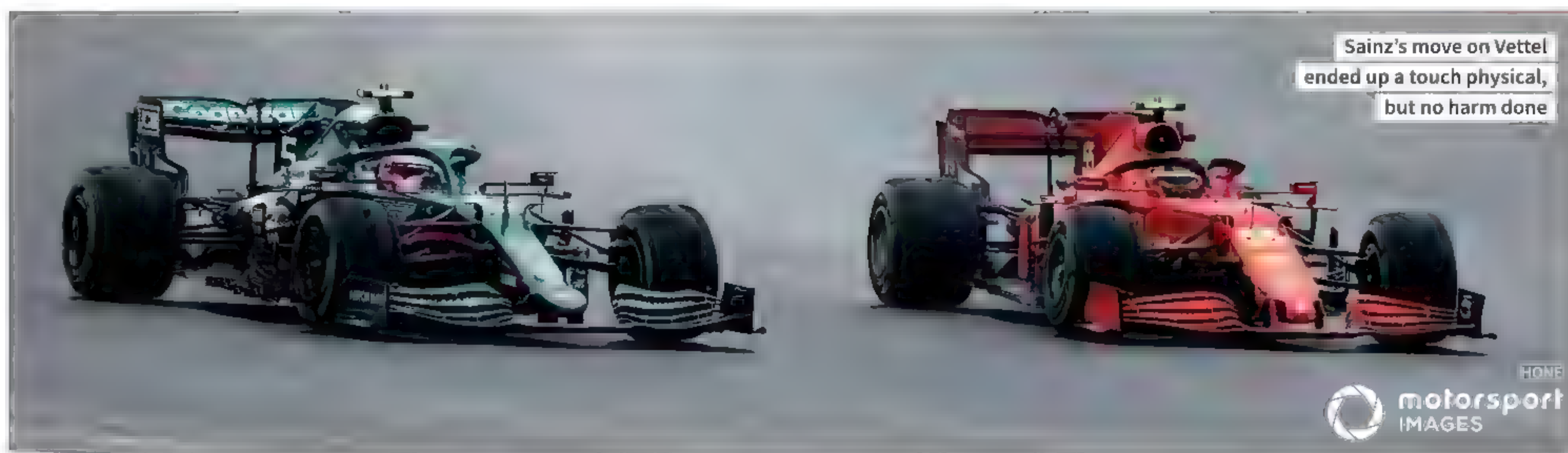
Started 3rd — Result 4th

9 If decimals were allowed this'd be a 9.9 (or 9.4 due to rounding up/down?! – ed) given he beat a Red Bull in qualifying and gamely pursued the leaders in the first stint. Was in with a shout of an audacious no-stop win that fell apart on the drying track. Misses the maximum for his Turn 12 lock-ups.



Started 19th — Result 8th

10 Excellent race from 19th on the grid after engine-change penalty. Made pass after pass, with only his move on Vettel going wrong (we're not penalising him as there were no consequences). But it was Q1 pace to edge out Ricciardo and tow Leclerc into Q2 that caps the maximum.



ALPHATAURI



Started 4th — Result 6th

9 We simply don't agree with the decision to penalise him for the Turn 1 contact with Alonso, since giving Perez the space the rules require meant he had nowhere to go as the Alpine hung on. Nearly beat Leclerc's faster Ferrari in qualifying and was excellent in the race.



Started 9th — Result 14th

7 Gets marked up for doing very well to make Q3, even if Gasly showed AlphaTauri had the pace to nearly qualify ahead of the Ferrari. Also held his nerve wonderfully in the early stages with Hamilton in pursuit, but damaged his tyres in the process, which likely contributed to his solo spin.

ALFA ROMEO



Started 17th — Result 12th

6 Marked down versus Giovinazzi because he joined Mazepin at the rear of the field in Q1. Made a great start, showing excellent reflexes to avoid Latifi, slowed by the rejoining Alonso, then boldly passing Schumacher. Fell back from his team-mate but closed the gap by the end.



Started 16th — Result 11th

7 Qualified behind both of the Williamses and Schumacher's Haas, which means he can't score higher, but made amends with a bold dive to the inside of Turn 1 on lap one. From there he ran adrift of Ocon just outside the points before stopping later than most. Nipped past Ricciardo at the end.

HAAS



Started 18th — Result 20th

4 Gets lowest score here for several factors combining. Qualified six spots behind Schumacher – a whopping 2.9s adrift. Did defy team-mate in first stint, but was bizarrely undone by switch to fresh inters, with "too much rubber" meaning the car was "really moving a lot".



Started 14th — Result 19th

9 F1's vagaries mean 'Class C' runners regularly get scores boosted for strong qualifying results as they're a rare chance to shine, and getting a Haas into Q2 on merit is rightly rewarded. Chased Mazepin for a long time and beat him home after stopping later and then pulling away.

WILLIAMS



Started 15th — Result 17th

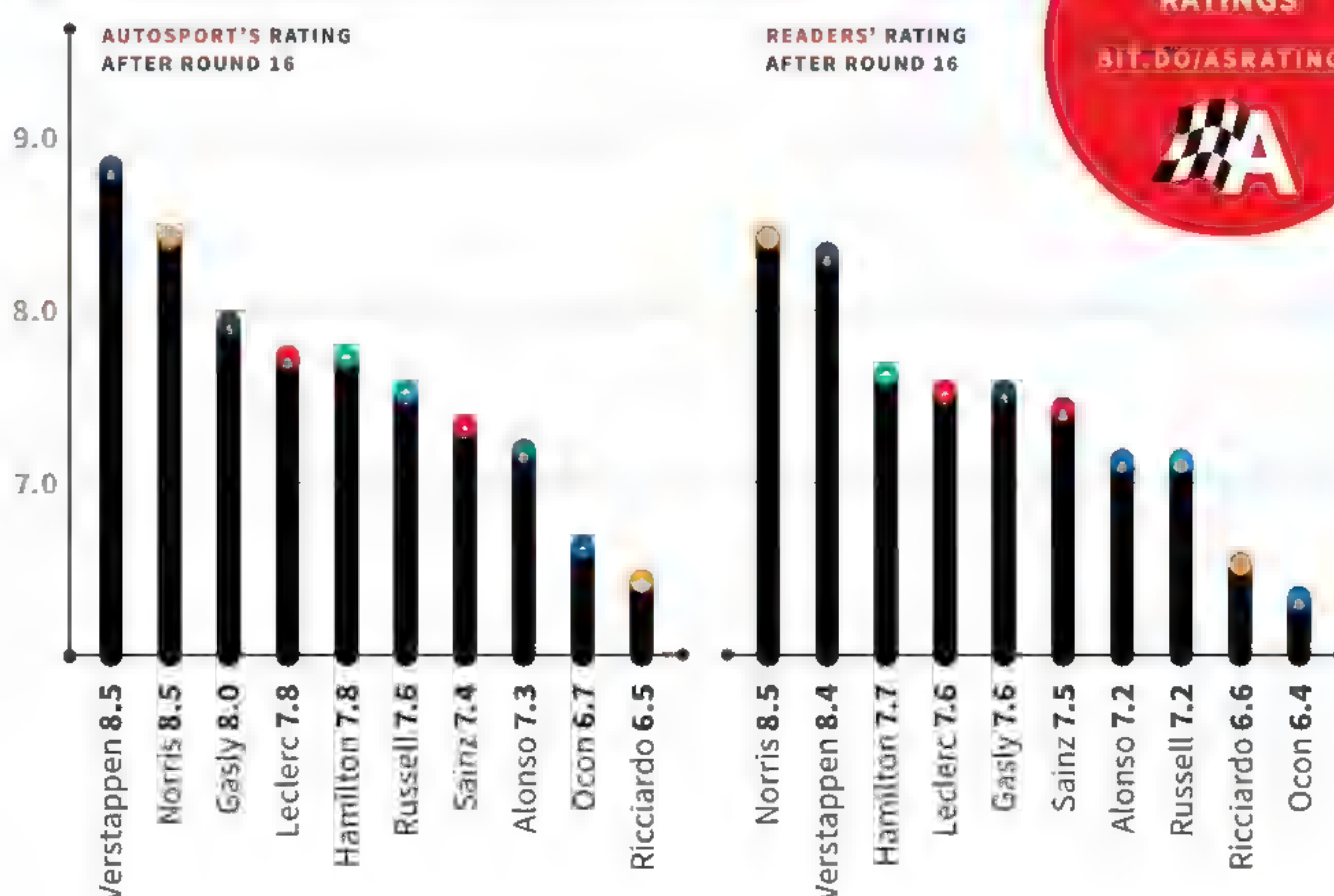
5 Showed strong pace in Q1 but was eliminated after making a small error to snap wide at Turn 1 on his penultimate run. Spun by himself on the opening lap, which brings his score down. Chased down and passed Haases and gained another spot when Vettel's slicks gamble backfired.



Started 13th — Result 15th

6 Messed up his usual qualifying heroics with a final-corner slide on his last Q2 run, which cost him a Q3 spot and a higher score. Lost out when the Alfas powered past on lap one as he scrapped with Ocon, then struggled as the inters grained. But did well to hold off Alonso in the closing stages.

TOP 10 AVERAGE RATINGS





Old Hairpin
artistry as Shedden
leads Lloyd, Butcher
and Proctor

Shedden rediscovers his old dynamics for double success

This has been far from a dream reunification season for the Scot and Team Dynamics. But everything came right at Donington Park to lift him to 50 BTCC career victories

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

Gordon Shedden was on a roll. The return of Team Dynamics' Scottish Prodigal McSon to the Midlands squad after three seasons away from the British Touring Car Championship was one of the stories of the winter. Then he convincingly topped the series' media day test at Silverstone. One week before the opening BTCC round, he drove the anchor stint to victory in a one-make Ford GT40 enduro at Donington Park. And then...

Few would have predicted that 'Flash' would fail to pick up a win in the Dynamics Honda Civic Type R until he was back at Donington, this time for the mid-October BTCC round. Then another followed, his 50th in the BTCC, but only after a one-

second penalty was applied to spectacular 11th-to-first on-the-road victor Tom Ingram. Yes, there was incident-related controversy and disagreement, not for the first time this season where Shedden is concerned. Yes, he has made mistakes, notably in qualifying for the August Thruxton round. But there have also been errors from the Dynamics side, such as the exclusion that cost him pole at Snetterton. And the fearsome speed that has made the three-time champion a titan of the NGTC era has seldom been too far away.

Shedden's Ingram spat was one small part of the other main story of the Donington weekend: how the main title contenders were getting on. At this, the penultimate round, 12 arrived with a mathematical shot at glory, and this was gradually whittled down to four.

Of the quartet who remain in contention going into the Brands Hatch finale, it was an up-and-down rollercoaster that ended in relative stalemate as they dodged random BTCC bullets while managing success ballast and, in one case, got a very lucky break to atone for an earlier error. Such is the nature of this series that the man who miscued – Colin Turkington – was, on the day, the highest points scorer of the final four who can claim 2021 glory, although he is 32 points adrift of Ash Sutton, with Ingram and Jake Hill also in the mix.

All of those bar Sutton stood on the podium, but otherwise it was largely a benefit for the Scottish royal family of touring cars, with Shedden and his brother-in-law Rory Butcher the men in form. Each



INGRAM VS SHEDDEN TWO SIDES OF THE STORY

If Tom Ingram and Gordon Shedden were 1970s sitcom characters, you could imagine one as Richard Briers's sunny, cheerful Tom Good from *The Good Life*, the other as Fulton Mackay's caring but bristling-over-wrongdoing Scottish prison officer Mr Mackay from *Porridge* (although admittedly John Cleland had that part nailed down).

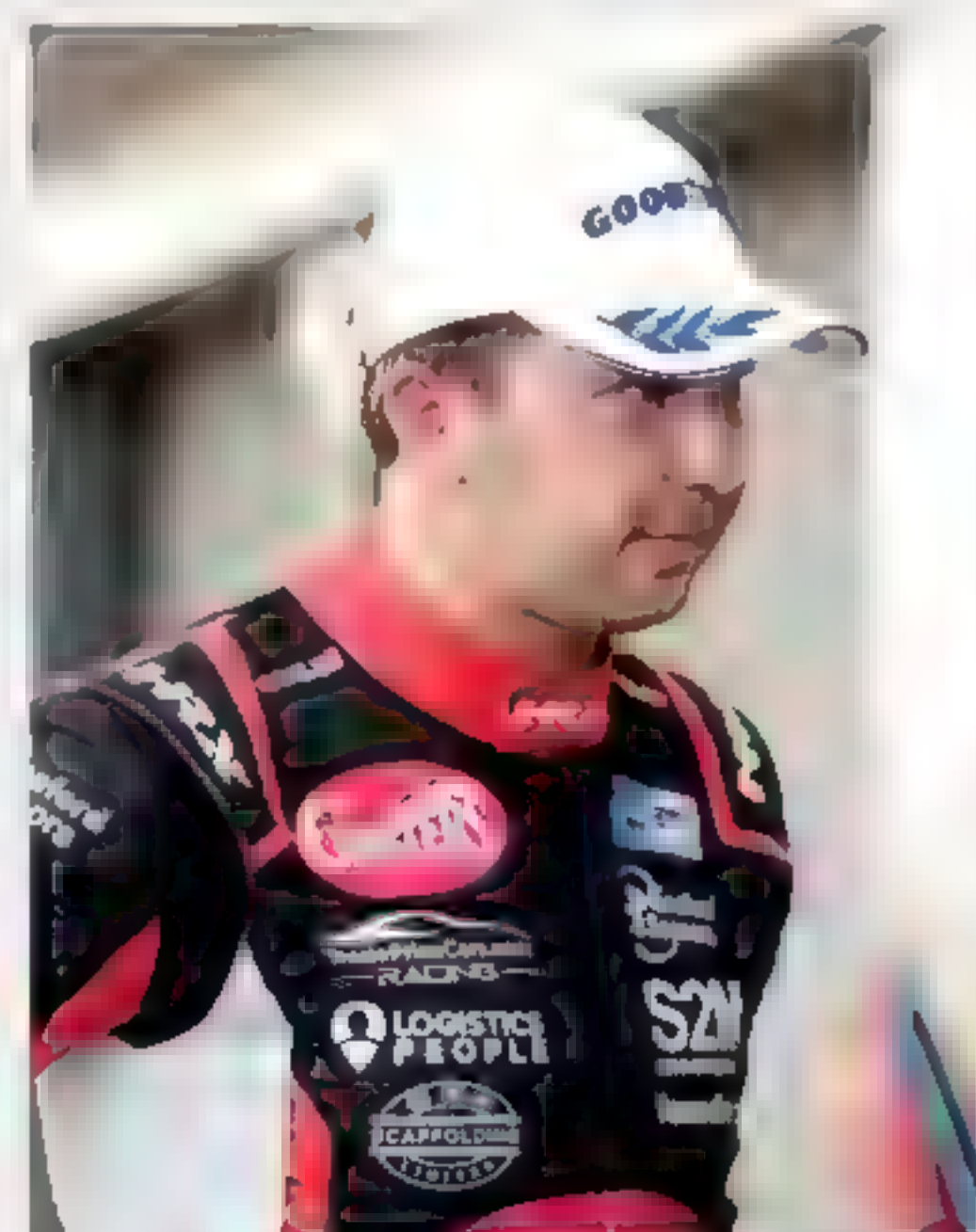
But Ingram can also hit out, as he did after his penalty for the collision in Donington race two that cost him victory to Shedden. Clearly there's little love lost between the duo, and this was a good old-fashioned touring car disagreement of the sort crowds used to lap up from, say, Cleland and Alain Menu.

The question was: did Shedden jump or was he pushed in their incident at Coppice? Ingram (below) said 'jump', Shedden said 'pushed'. And the verdict came in Shedden's favour.

"If it was a push-to-pass, I'd have been a little bit more forceful with it because he's done it to me previously," protested Ingram. "I came from 11th to win the race without a scratch on the car other than when Gordon brake-tests me. Was there contact? Yes. Did it give me an advantage? Absolutely not. Did I drive past because I had zero ballast and new tyres? Yes. Unfortunately, he knows exactly how to play the system."

But Shedden countered: "It was just a push-to-pass. He got into the back of me and opened up the inside, which we know you can't do. To be honest I feel sorry for him because he had the pace and could have passed me anywhere, but we all know the rules: you can't hit someone up the arse."

"I should feel absolutely delighted that I've won my 50th BTCC race, but I'm feeling bad and I shouldn't because I had nothing to do with it."



arrived relatively light on success ballast, with Shedden carrying 21kg on his Honda and Butcher's domination at Silverstone last time out only raising him to 27kg on his Speedworks Motorsport Toyota Corolla. And they made the most of it.

With the BTCC using its occasional two-stage qualifying format this weekend, Shedden explained that his Q1 target was to "make the top 10 and try and save tyres – just do a lap and make sure I've done enough to survive". Once into the top-10 shootout, he unleashed the only sub-69s lap of the weekend to trim 0.004s from Turkington's qualifying lap record. "That was a good lap – huge commitment everywhere to get the job done," beamed Shedden.

Butcher was fourth, the on-form Power Maxed Racing Vauxhall Astras (see panel, p33) of Dan Lloyd and Jason Plato in between the two north-of-the-border marauders. The Toyota's progress to the shootout was less clear-cut, with Butcher's two fastest laps in Q1 deleted due to track-limits offences, forcing him to rely on his time from his first set of tyres. "It was a bit of a panic," he related. "I've looked at the onboards and it's marginal to be best, but if they're using sensors then I can't argue with it..."

Four drivers had outpaced Shedden in Q1: Senna Proctor in his BTC Racing Honda; Turkington at the wheel of his West Surrey Racing-run BMW 330i M Sport; Shedden's team-mate Dan Rowbottom; and Sutton with his Laser Tools Racing Infiniti Q50. This was an especially eye-opening performance from

"We were just unfortunate with the balance shifting. It was very understeery"

Sutton, carrying as he was the maximum 75kg of ballast, while Turkington looked strong too on 48. But they all slid out of the top four and went slower in the shootout, with Sutton marooned in ninth.

"We were just unfortunate with the balance shifting in Q2," Sutton remarked. "Q1 I was really pleased with – then we put on another set of tyres for Q2 and slowed by up to four tenths a lap. It was very understeery."

Turkington, who would line up sixth, also suffered with understeer, and had a theory based on the fact that at Donington, just like at Silverstone, BTCC qualifying happened straight after the Carrera Cup GB field had been out. "It's pretty much a mirror image of the situation we had at Silverstone," he hypothesised. "When we go out on Porsche rubber, it seems to grip up the car, but I was probably two tenths shy of that in Q2 [as BTCC rubber was laid down]. We just lost a lot of front-end grip. It's probably something we need to plan for in the future if we do have split qualifying."

While that conundrum consigned >>

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Turkington and Sutton to playing the percentages on race day and shedding ballast, Shedden wasn't sheddin' anything. He was in his comfort zone just as he was on so many days in the 2010s, driving that Civic beautifully, and in the opener never allowed Lloyd more than a sniff at him, although the gap stayed below a second until the last two laps. "It just shows — when we start off where we need to we can get the job done," he pointed out. "We just needed a bit of momentum. It's constant management, because everyone is so close, but the car felt really good so I could drive it the way I wanted. That made a big difference."

Lloyd felt his Vauxhall was looking strong to try a move on Shedden, only for a safety car to intervene, after which he felt the Astra had lost its edge. Similarly, Butcher was "eyeing up a move on Dan, but then

to be honest I was comfortable where I was, eyeing the mirrors [for Proctor]".

Shedden and Butcher would fight it out in race two, now on 75kg and 57kg of ballast respectively, but into the mix came that charging Sassenach Ingram. Newly repromoted to runner-up in the points, he arrived carrying 66kg of success weight on his Excelr8 Motorsport Hyundai i30 N, and bearing in mind that handicap he was quite chirpy that "this is the first weekend we've had where it's felt racey with 66". He even felt he could have made the qualifying shootout: "I probably lost half a tenth and that would have put me seventh."

As it was Ingram started 12th, and finished the opener 11th. Now the ballast was off, and he set off on a sensational drive. He was sixth by the end of lap one, third by the end of lap three. Up front, Butcher had got a

superb start to take the lead from Shedden out of Redgate, but on the second lap fell victim to an audacious move at the Old Hairpin that promoted the Honda back to the front. "If I'm honest it was just a typical Honda move on the brakes into the Old Hairpin," explained Butcher. "He caught me off guard. I was trying to get into a rhythm and then boom — a Honda's inside me. I was like, 'Fair play mate, that was a mega move.'"

Butcher then lost second to Ingram at Redgate on lap five, and now the Hyundai set off after Shedden. Five laps later, there was contact into Coppice, Ingram chiselled a gap on the inside, and he was through on the run to the chicane. Over the final six tours, Ingram did just enough to look after his tyres in case of a safety car, but the win would be denied him later on (see panel, p31). As a result, Shedden was promoted to victory. >>

LLOYD IS PROVING TO BE SOMEONE YOU CAN BANK ON

Dan Lloyd was rightly chipper after finishing second in race one at Donington in his Power Maxed Racing Vauxhall Astra, just two weeks after scoring two podiums in the previous round at Silverstone. "I've had more

podiums in the last two weeks than I had in 10 years before in the BTCC!" he quipped.

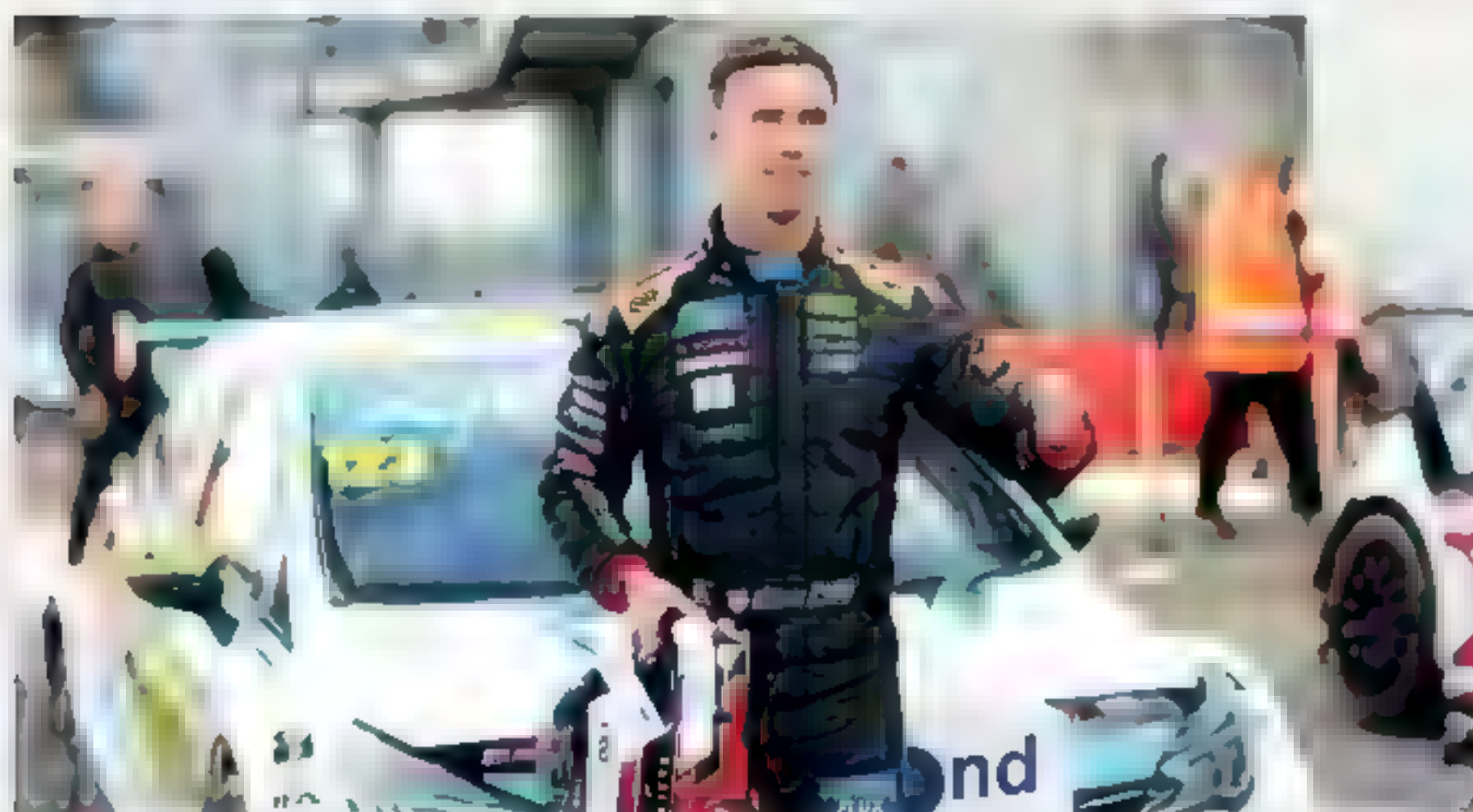
The form of the Yorkshireman has been one of the pleasant stories of recent weeks. He's never before had the budget

to have a full season with one team in the BTCC, and had been plying his trade in the past couple of years in the highly competitive TCR Europe series, where he was a title contender. But his domestic series was where he wanted to be.

This year, Lloyd has had to make a transition back to NGTC machinery and said "my style is completely different to the start of the season". For example, in a TCR car "you have to smack the brakes", which doesn't work in NGTC. But it's coming good, and he led a qualifying 2-3 ahead of Jason Plato for the PMR squad, which ran a partial campaign in 2020 with a selection of drivers.

"It's been a tough season and we seem to be getting somewhere," explained Lloyd. "In all honesty, I don't think last year helped the team. How could it not make a difference? But although it's been a tough one, this is 100% where I will be next year. I've been working in the office five or six days a week, and everything's looking good."

While Lloyd got good results, Plato suffered a recurrence of a mystery problem that appears to afflict his car far worse than Lloyd's in traffic. He could only convert third to sixth in race one, then "got smashed off by Chris Smiley" early in the second, and could not recover.





Turkington sailed into the sunset in final race...

"My car actually felt fantastic," grinned 'Flash'. "There were elements that felt better in that race than they did in race one, really randomly [despite the ballast]."

Turkington, meanwhile, had battled past Plato for fifth in race one, and was chasing Butcher for third in the sequel when the BMW looped into a spin at the Old Hairpin. He set off again in 11th, which is where he finished. And guess what: BMW guest Jodie Kidd was on hand to do the honours with the reversed-grid draw, pulled out ball number 11, and a ballast-free Turkington blitzed the finale from pole.

"I've already thanked Jodie immensely for pulling me out of trouble," smiled Turkington moments after the ceremony for an Andy Rouse-equalling 60th BTCC win. Not that the amiable Northern Irishman was immune from a mistake here either: the champagne slipped out of his hands, and one of BTCC photography overlord Jakob Ebrey's young snappers came inches from a heavy-glass-bottle-on-head impact while shooting the podium celebrations. "I just went for a switchback on Rory in race two – you're going through there at 140km/h and I think I just took a bit more kerb on that lap, and it kicked the car. You can see the impact on the damper trace, and it went instantly. These things happen, but you can never

afford to let your chin drop."

Second in this race was Hill, like Turkington completing his own comeback from Old Hairpin disaster. With the Motorbase-run MB Motorsport Ford Focus on 57kg of ballast, Hill had qualified 13th, and felt that a bounce over a sausage kerb at the chicane – "a small error on my part" – cost him a place in the top-10 shootout. A clutch problem in race one hampered him at the start (and would again in race two), and he was lying 13th when team-mate Ollie Jackson passed Adam Morgan's Ciceley Motorsport BMW into the Old Hairpin. Jackson ran wide on exit and, as he moved back onto the circuit, Morgan eased over too, only for Hill to be attempting a pass on his other side. Contact was made, Morgan smashing into the barriers and Hill forced on a wild trip off course. Under the ensuing safety car, he pitted to have the grass removed from the radiator, then recovered to 17th, from where he climbed to ninth in race two.

That put him third on the grid for the finale and, as Turkington disappeared into the distance, Hill strove to find a way past front-row starter Rowbottom, who had clinched the Jack Sears Trophy title in race two. Rowbottom had copped a 5s penalty for an out-of-position start, but Hill had to get past. Problem was, the legacy of this was a

subsequent clash between Rowbottom and Josh Cook that allowed a charging Aiden Moffat into third. Hill thereafter had to fend off the Infiniti, whose driver became yet another Scot on the podium, while Butcher took a superb fourth on 57kg of ballast.

For Moffat's team-mate Sutton, eighth place completed a day of consolidation in the points. Seventh place in the opener appeared to set him up nicely. But, with the Infiniti down to 27kg of ballast, his cautious approach dropped him as low as 10th in race two before he recovered to fourth. "I was literally collecting points, trying to manage everyone else," he explained. "Everyone knows I've got lots to lose and they were throwing the kitchen sink at me, so I just had to let things settle down and crack on. There were a few hits in the door and rear bumper – normal touring car stuff."

From eighth on the grid for the finale, Sutton made an error at Redgate after the start, ran wide and lost positions, most notably to Ingram, who was now on 75kg of ballast. By the time he'd picked his way past the sluggish Hyundai for eighth, he was 8s adrift of the pack in front: "I got on the marbles and the rear let go. For us it was the worst possible thing. You could see Tom was struggling and that put the race on hold for me. If I put a lunge in and there was contact, it could have backfired."

Sutton's moment delayed Shedden, whose fantastic day finished with 13th place. "I made a good start but I had to jump on the brakes," he said. "It was just wrong place, wrong time. If I'd been a car length further up that wouldn't have happened." In other words, if Ingram had kept his second-race win... But still, the Donington weekend was a 2010s flashback: 'Flash' is back. ✨



...while Sutton had to work his way past a very heavy Ingram



P62 SUPPORTS REPORT

All the Porsche, Ginetta, Mini and F4 support-package action.

RESULTS ROUND 9/10, DONINGTON PARK (GBR), 10 OCTOBER RACE 1 (19 LAPS - 37.563 MILES)

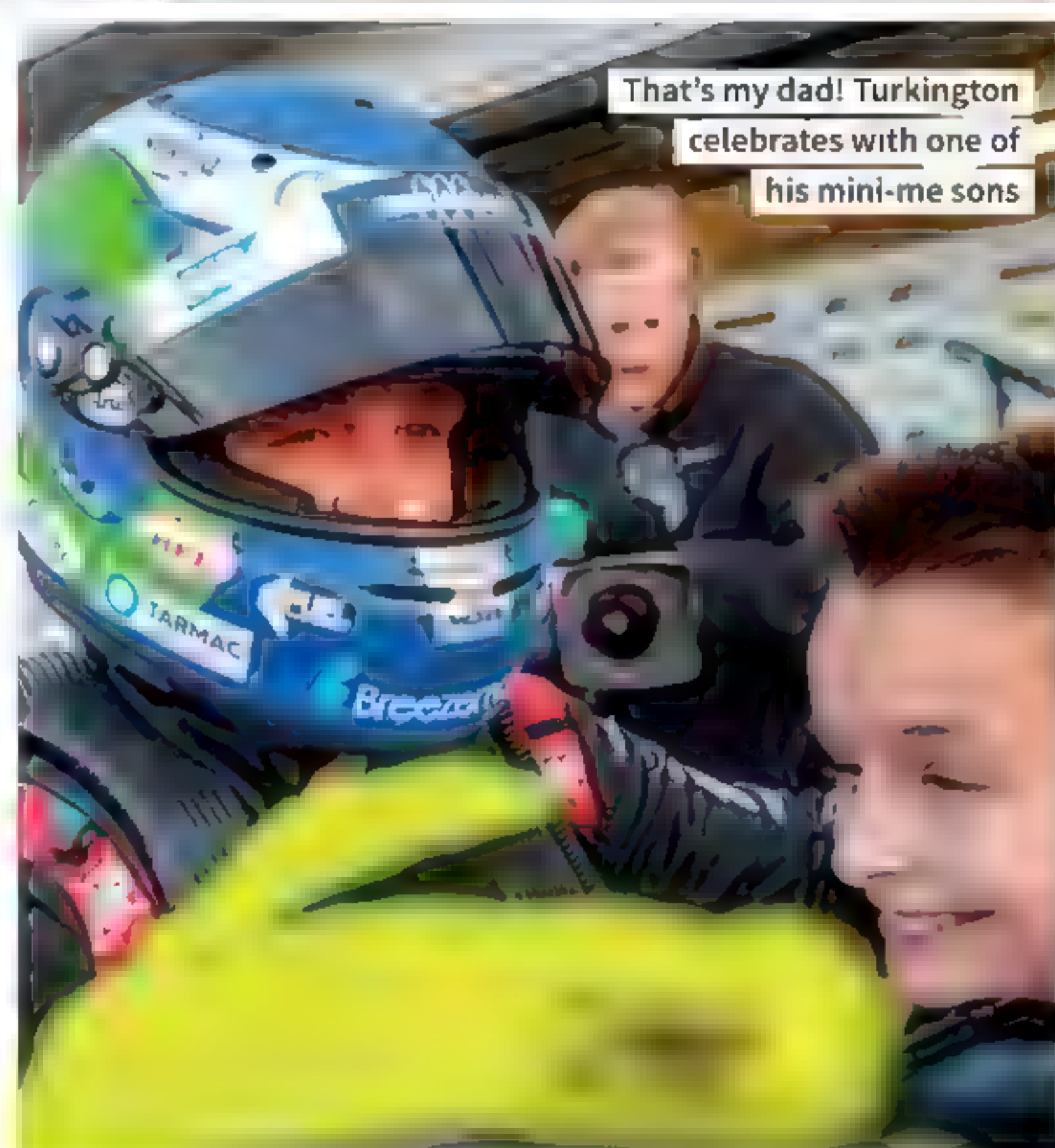
POS	DRIVER	TEAM CAR	TIME
1	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (21kg)	24m43.829s
2	Daniel Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+1.331s
3	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (27kg)	+2.524s
4	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R (21kg)	+2.789s
5	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (48kg)	+3.359s
6	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+4.300s
7	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+4.551s
8	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (39kg)	+7.198s
9	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+10.631s
10	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus	+11.026s
11	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (66kg)	+13.650s
12	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+13.995s
13	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 (33kg)	+14.269s
14	Daniel Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (9kg)	+16.685s
15	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport	+17.121s
16	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport	+17.887s
17	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (57kg)	+18.976s
18	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+20.070s
19	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+20.376s
20	Jack Goff (GBR)	Team Hard / Cupra Leon	+20.828s
21	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	+21.345s
22	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N	+21.745s
23	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+22.113s
24	Jack Mitchell (GBR)	Team Hard / Cupra Leon	+24.122s
25	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+24.671s
26	Andy Neate (GBR)	Motorbase Performance / Ford Focus	+27.233s
27	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+29.657s
28	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+34.189s
R	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport	2 laps-accident

Winner's average speed 91.13mph. Fastest lap Sutton 1m09.712s, 102.20mph.

QUALIFYING

Q2 1 Shedden 1m08.994s; 2 Lloyd 1m09.027s; 3 Plato 1m09.147s; 4 Butcher 1m09.214s; 5 Proctor 1m09.282s; 6 Turkington 1m09.300s; 7 Rowbottom 1m09.360s; 8 Smiley 1m09.465s; 9 Sutton 1m09.493s; 10 Cook 1m09.544s.

Q1 Proctor 1m09.051s; Turkington 1m09.076s; Rowbottom 1m09.085s; Sutton 1m09.098s; Shedden 1m09.119s; Smiley 1m09.234s; Butcher 1m09.303s; Lloyd 1m09.305s; Cook 1m09.329s; Plato 1m09.330s; 11 Morgan 1m09.367s; 12 Ingram 1m09.374s; 13 Hill 1m09.385s; 14 Osborne 1m09.409s; 15 Jackson 1m09.438s; 16 Edwards 1m09.511s; 17 Jelley 1m09.519s; 18 Oliphant 1m09.525s; 19 Chilton 1m09.538s; 20 Taylor-Smith 1m09.573s; 21 Moffat 1m09.661s; 22 Mitchell 1m09.679s; 23 Butel 1m09.720s; 24 Smelt 1m09.778s; 25 Parfitt 1m09.866s; 26 Goff 1m09.881s; 27 Neate 1m10.026s; 28 Boardley 1m10.059s; 29 Hamilton 1m10.692s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (16 LAPS - 31.626 MILES)

1 Shedden (75kg) 18m50.277s; **2** Ingram +0.254s; **3** Butcher (57kg) +2.451s; **4** Sutton (27kg) +3.218s; **5** Lloyd (66kg) +6.114s; **6** Proctor (48kg) +7.486s; **7** Cook (21kg) +7.524s; **8** Moffat +7.791s; **9** Hill +8.212s; **10** Rowbottom +8.299s; **11** Turkington (39kg) +8.561s; **12** Smiley (15kg) +10.243s; **13** Jelley +10.427s; **14** Jackson (9kg) +10.622s; **15** Goff +11.246s; **16** Osborne +12.309s; **17** Taylor-Smith +13.501s; **18** Plato (33kg) +14.163s; **19** Mitchell +15.407s; **20** Chilton +15.667s; **21** Edwards +17.105s; **22** Smelt +17.661s; **23** Boardley +19.350s; **24** Oliphant +19.519s; **25** Butel +21.616s; **26** Neate +22.467s; **27** Parfitt +28.185s; **28** Hamilton +34.254s; **NS** Morgan accident damage.

Winner's average speed 100.73mph.

Fastest lap Turkington 1m09.524s, 102.47mph.

GRID RACE 3 Decided by result of Race 2, with top 11 reversed.

RACE 3 (18 LAPS - 35.584 MILES)

1 Turkington 22m27.150s; **2** Hill (15kg) +4.096s; **3** Moffat (21kg) +4.945s; **4** Butcher (57kg) +7.401s; **5** Cook (27kg) +7.752s; **6** Rowbottom (9kg) +11.136s; **7** Lloyd (39kg) +13.260s; **8** Sutton (48kg) +13.594s; **9** Jelley +18.258s; **10** Ingram (75kg) +19.615s; **11** Jackson +20.201s; **12** Taylor-Smith +22.557s; **13** Shedden (66kg) +24.079s; **14** Goff +24.251s; **15** Plato +24.651s; **16** Smiley +25.309s; **17** Boardley +25.679s; **18** Chilton +25.887s; **19** Osborne +26.533s; **20** Oliphant +27.104s; **21** Parfitt +29.252s; **22** Mitchell +29.928s; **23** Neate +33.338s; **24** Hamilton +41.519s; **25** Morgan +47.549s; **26** Edwards -2 laps; **R** Proctor (33kg) 12 laps-damage; **R** Smelt 0 laps-accident; **R** Butel 0 laps-accident.

Winner's average speed 95.09mph.

Fastest lap Turkington 1m09.499s, 102.51mph.

CHAMPIONSHIP

1 Sutton 316; **2** Turkington 284; **3** Ingram 278; **4** Hill 271; **5** Cook 250; **6** Butcher 231; **7** Moffat 222; **8** Shedden 211; **9** Proctor 188; **10** Rowbottom 182.

NEXT EVENT

BRANDS HATCH 28 OCTOBER ISSUE

It's showdown time at Brands Hatch. Can Sutton stay out of reach of Turkington, Ingram and Hill?



Honda won from second on the mixed-up grid for opening race

Girolami and Michelsz join long list of winners

WORLD TOURING CAR CUP

MOST (CZE)
10 OCTOBER
ROUND 5/8

The slings and arrows continued to fly as Norbert Michelisz and Nestor Girolami made it 10 winners from 10 races on the World Touring Car Cup's first visit to Most in the Czech Republic. Predictions as ever proved impossible regarding everyone except title leader and reigning champion Yann Ehrlacher, whose consistency allowed him to consolidate his advantage after another points-banking weekend in his Cyan Racing Lynk & Co.

Michelisz put home heartache at the Hungaroring behind him as a hastily compiled second half of the WTCR season kicked off on a circuit better suited to motorcycle racing. From second on the grid in race two, his BRC Hyundai

Elantra took the lead on the exit of Turn 2 after fastest qualifier Mikel Azcona recovered from a slide on his cold Goodyears. The Spaniard had qualified on pole on Friday, flew to Barcelona to win his second TCR Europe crown on Saturday, and returned to Most full of confidence. But that mistake was the difference between signing off the weekend with a victory or merely a podium.

"It was one of the most difficult races of my career," said Michelisz after being hounded all the way by Azcona's Zengo Motorsport Cupra. "I managed 15 qualifying laps without any big mistakes. I really enjoyed this fight. From the outside I'm not sure everyone understood what was happening, but having Mikel in the mirror is not the most comfortable thing in life."

"I'm a bit disappointed with this mistake, but I'm really happy with the weekend," said Azcona, who rose to third in the standings thanks to his second place and a seventh in the partially reversed-grid race one.

The tight first corner at Most was more predictable in the havoc it caused at the start of both races, a pack concertina in race two leading to a red flag because Gabriele Tarquini, Rob Huff and Santiago Urrutia needed picking out of the gravel. For Urrutia it represented the end of a miserable weekend after his Hungaroring heroics, the Uruguayan scoring only an 11th in race one after failing to progress beyond Q1 on Friday. He's dropped from second, two points behind Ehrlacher, to 29 adrift in fourth.

In contrast, Esteban Guerrieri jumped up as Ehrlacher's new closest challenger, both for the title and in the races. The pair fought for second place in race one, the Munnich Motorsport Honda ace getting the nod from ninth on the grid, and he did it again for third in race two after passing Ehrlacher off the start. The Argentinian is 20 points down on the reigning champion – the equivalent of a second place – with three weekends and six races to run.

Guerrieri shadowed his Honda teammate to a Munnich 1-2 in the reversed-grid encounter, Girolami taking the lead at the start as wildcard entry Petr Fulín struggled with clutch problems off the line. The local driver then found himself punted off at Turn 1, where he joined Nathanael Berthon, whose Audi had been knocked off by Yvan Muller's Lynk & Co, which had been hit in turn by Michelisz.

The fun resumes this weekend at the Pau-Arnos circuit in France where the Hondas might be held back by maximum success ballast. Then again, they both ran with the same 60kg at Most. Go figure.

DAMIEN SMITH

Race-two victor Michelisz became the 10th different winner in as many races



Team orders crown Gotz, Lawson denied

DTM
NORISRING (DEU)
9-10 OCTOBER
ROUND 8/8

Mercedes' Maximilian Gotz emerged as champion in the DTM's first season featuring GT3 cars after team orders decided the fate of the title in what was a controversial final race at the Norisring.

Heading into the last round, Gotz was at best an outside contender for the drivers' crown. He faced a 26-point deficit to table-topper Liam Lawson, with 56 up for grabs across the weekend. A stunning victory from fifth on the grid in Saturday's opening encounter in his HRT-run Mercedes-AMG GT3 did keep his faint title hopes alive, but Lawson and Audi star Kelvin van der Linde remained the primary challengers. Lawson had qualified his AF Corse Ferrari on pole from van der Linde, survived a lunge from the Abt Audi at the start, and went on to be narrowly defeated to second by Arjun Maini's GetSpeed Mercedes, with van der Linde claiming fourth.

Once again it was Lawson on pole from van der Linde on Sunday, but three key events over the course of the hour-long race turned the tables in Gotz's favour. The first major twist took place at the start, with van der Linde trying to take advantage of the long run to the hairpin to find a way past Lawson. The South African misjudged the braking for the second race in succession, hitting Lawson at the apex. The contact dealt severe damage to the suspension of the Kiwi's Ferrari 488, and he tumbled to the rear of the pack after making two unscheduled pitstops.

Van der Linde didn't exactly emerge unscathed from the incident either and dropped to third place, before having to serve a five-second penalty at his pitstop for cutting the hairpin after the start. This meant he returned to the track just ahead of Gotz, but was handicapped by cold tyres on



L-r: crestfallen Lawson, jubilant Gotz, and cheery van der Linde

his Audi. When Gotz tried to make a move, van der Linde cut across the asphalt to hold onto third, taking a hit to the rear-left of his car. This would lead to a puncture and ended his hopes of adding a DTM title to his previous successes in ADAC GT Masters.

Gotz was now the only title contender running inside the points in third, behind fellow Mercedes drivers Lucas Auer and Philip Ellis. Had they all finished in the same positions, Lawson would have still won the title by seven points. But Mercedes pulled the trigger with the end of the race in sight, asking Team Winward pair Auer and Ellis to slow down to allow Gotz into the lead. Auer had been running 12s clear of Gotz on lap 60 of 67, but when Mercedes elected to enforce team orders he duly obliged, sensationally handing the lead to the 35-year-old at the start of the 64th lap. This was the third and final piece in the puzzle, helping Gotz overturn a 22-point pre-race deficit into a three-point lead to clinch the title on his return to the series.

Lawson limped home 24 laps down in his damaged Ferrari and pointed the finger squarely at van der Linde for the opening-lap clash that would ultimately deny him the championship honours.

RACHIT THUKRAL

WEEKEND WINNERS

WORLD TOURING CAR CUP MOST (CZE)

- Race 1** Nestor Girolami
 Munnich Motorsport
 (Honda Civic Type-R TCR)
- Race 2** Norbert Michelisz
 BRC Racing
 (Hyundai Elantra N TCR)

DTM
NORISRING (DEU)
Races 1 & 2
 Maximilian Gotz
 Team HRT (Mercedes-AMG GT3 Evo)

TCR EUROPE SERIES
BARCELONA (ESP)
Race 1 Mikel Azcona
 Volcano Motorsport
 (Cupra Leon Competicion TCR)

Race 2 Klim Gavrilov
 Volcano Motorsport
 (Cupra Leon Competicion TCR)

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Lawson and van der Linde come to critical blows at start of second race

In-form Tandy and Milner top GT-only bout

IMSA SPORTSCAR

VIRGINIA INTERNATIONAL RACEWAY
(USA)

9 OCTOBER
ROUND 11/12

Nick Tandy and Tommy Milner had just a solitary non-championship win at Detroit to their credit following the opening two thirds of their first IMSA SportsCar season together as Corvette Racing team-mates. Now they are on a tear. On Saturday at the classic Virginia International Raceway, the Anglo-American pair combined to score their third victory in succession aboard the #4 Corvette C8.R.

It's true, only three cars comprised the GTLM class – ergo the fight for the overall victory in the absence of the DPi and LMP2 competitors – but there was certainly no shortage of action during what turned out to be a thrilling 2h40m race.

Milner kept the momentum alive in qualifying by snagging a long overdue maiden pole position – by 0.003 seconds over team-mate Jordan Taylor – only for a tepid start in the damp early conditions to immediately gift the advantage back to his Corvette stablemate. “I got a pretty poor start and was in the wrong engine mode,” said Milner. “That was my fault and that let Jordan get up alongside me. I went a little wide in Turn 1 and that was the spot gone.”

Milner quickly fought back onto Taylor's tail before electing to make a pitstop after 15 laps to cover the move of the team's only rival, the Proton Competition Porsche 911 RSR, which had stopped after only nine laps for Cooper MacNeil to hand the car over to Porsche factory ace Kevin Estre.

It seemed like a strange move, given that MacNeil already was more than 30s adrift, but it was rendered moot by a full-course



Tandy and Milner collect their pots for a third win on the bounce

caution after 42 laps that brought the three cars back together again.

Estre split the Corvettes soon after the restart, with 49 laps completed, and a half-dozen tours later muscled his way past Tandy at the exit of Turn 5. Tandy, though, wasn't about to give up without a fight, lunging for the inside at the tight Turn 12 and forcing Estre wide to regain the advantage. Estre, now back in third place again, posted the fastest lap of the race as he tried to redress the balance, but an error at Turn 12 and then a poor final pitstop finally forced him to settle for third.

Second place for Taylor and Antonio Garcia virtually guaranteed them the championship with only one race remaining, Petit Le Mans at Road Atlanta next month.

An enthralling GTD contest also entertained. Robby Foley and Bill Auberlen

seemed to have taken control in their Turner Motorsport BMW M6 GT3 after taking fuel only during their final stop. Unfortunately, shortly thereafter, Auberlen was the victim of a rare mistake by Garcia in Turn 1, which resulted in contact and a puncture for the BMW. Laurens Vanthoor took full advantage, nipping through to score a third win in four starts for the Pfaff Motorsports Porsche 911 GT3-R he shared with Canadian Zacharie Robichon. The pair now hold a 50-point advantage over second-place finishers Madison Snow/Bryan Sellers (Paul Miller Racing Lamborghini Huracan GT3).

Meanwhile, a run to fifth place for Canadian Roman De Angelis and Englishman Ross Gunn was enough to clinch the GTD Sprint Cup title for The Heart of Racing Aston Martin team.

JEREMY SHAW



GTD race-winning Pfaff Porsche leads Aston Vantage of new Sprint Cup champions The Heart of Racing

Iron Lynx leaps to title as ASP ends year with a win



WEEKEND WINNERS

GT WORLD CHALLENGE EUROPE ENDURANCE CUP BARCELONA (ESP) 10 OCTOBER ROUND 5/5

Raffaele Marciello, Felipe Fraga and Jules Gounon dominated the GT World Challenge Europe season finale in their ASP Mercedes-AMG GT3 at Barcelona, while it was the Iron Lynx Ferrari team that wrapped up the Endurance Cup drivers' title by a mere four points.

Relative outsiders coming into the weekend, the ASP crew was virtually unbeatable throughout the event, but seventh place in the three-hour race for the Ferrari 488 trio of Alessandro Pier Guidi, Come Ledogar and Nicklas Nielsen was enough for a well-deserved crown. "It was one of the most difficult stints of my career," Pier Guidi said. "But in the end, we put it all together and extracted the maximum from our car."

Mercedes topped the times in free practice and pre-qualifying, but it was once again the FFF Racing Lamborghini Huracan of Mirko Bortolotti, Andrea Caldarelli and Marco Mapelli that set the combined fastest time in qualifying. That was until the car was slapped with a three-place grid penalty for a yellow-flag infringement while Caldarelli was at the wheel in Q3, thus promoting the ASP Mercedes to pole.

Marciello duly led off the rolling start from the GPX Racing Porsche of Earl Bamber, with Mapelli moving up a place to third as the field navigated the first lap. The opening quarter of an hour was punctuated by various incidents, with



Ram Racing's Sam De Haan causing a brief safety car intervention after spinning his Mercedes off at Turn 12 and almost taking the Pro-Am title-contending Barwell Lamborghini of Miguel Ramos with him.

The order at the front remained stable approaching the end of the first hour, and Mapelli and the Toksport WRT Mercedes of Luca Stolz pitted early for their first stops, while Marciello and Bamber stayed out. The early dive for the pits paid off – the pair closed the gap to Bamber's co-driver Mathieu Jaminet after the Porsche came in for its service, but the Lambo was soon effectively ruled out of victory contention when Caldarelli was handed a drivethrough penalty for tapping the Rinaldi Ferrari of Manuel Lauck into a spin at Turn 5.

Fraga had taken over the reins of the leading Mercedes and was untroubled during his stint. By the time he handed over to Gounon, the lead gap had extended to more than 25s over Jaminet's Porsche, which was hit with a drivethrough for a pitstop infringement and dropped to 10th by the finish.

The final hour was interrupted twice by

IMSA SPORTSCAR VIRGINIA INT'L RACEWAY (USA)

GTLM Tommy Milner/Nick Tandy
Corvette Racing
(Chevrolet Corvette C8.R)

GTD Zacharie Robichon/Laurens Vanthoor
Pfaff Motorsports
(Porsche 911 GT3 R)

GT WORLD CHALLENGE EUROPE ENDURANCE CUP

BARCELONA (ESP)
Raffaele Marciello/Felipe Fraga/
Jules Gounon
ASP (Mercedes-AMG GT3)

GT4 EUROPEAN SERIES BARCELONA (ESP)

Races 1 & 2
Joel Sturm/Bastian Buus
Allied Racing (Porsche 718 Cayman GT4 CS)



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full-course yellows, which threatened to derail ASP's run. But Gounon was never truly challenged on his way to victory from the Dinamic Motorsport Porsche of Matteo Cairoli, Christian Engelhart and Klaus Bachler, with Dries Vanthoor bringing the WRT Audi home third.

In the Silver Cup class, Emil Frey Racing Lamborghini trio Alex Fontana, Rolf Ineichen and Ricardo Feller added the drivers' and teams' titles to the squad's equivalent overall and Sprint Cup crowns in the division, capping a superb season.

STEPHEN BRUNSDON

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Kristoffersson guides his fiery Audi to Spa win

WORLD RALLYCROSS
SPA (BEL)
10 OCTOBER
ROUND 5/7

Not even a brief fire igniting in his EKS JC Audi S1 in the gap between the semi-final and final at Spa could stop Johan Kristoffersson on his charge to claim a second World Rallycross victory of the season.

The Swede — chasing his fourth World RX crown — missed out on heading the qualifying order after Kevin Abbring set the better time in Q4. But, in the same way disaster had struck for Abbring in Q2 when he was spun into the Turn 1 barrier, the top qualifier again hit trouble in the semi-finals, when he was tapped out of the race lead and out of contention for the event win.

On the opening lap, the cars behind Abbring had bunched up under braking at the Raidillon hairpin and Timmy Hansen's Peugeot 208 pushed Abbring's car into a spin, for which Hansen received a five-second penalty. Hansen won the race, as did Kristoffersson in the next knock-out



encounter, but his penalty would demote him to the rear of the final grid. He did make it through though, unlike Q3 pacesetter Niclas Gronholm, who was forced wide at Turn 1 of semi-final two while challenging for the lead.

In the final, Kristoffersson ran clear ahead of fellow front-row starter Kevin Hansen to

claim his 26th World RX career win. Hansen finished second, while Krisztian Szabo delivered an impeccable performance to fend off Timmy Hansen for the final podium slot, a career first for the Hungarian.

Kristoffersson is now just 12 points behind Timmy Hansen in the standings.

HAL RIDGE

Saucy crowned champion as Aron wins twice

FORMULA REGIONAL EUROPEAN
MUGELLO (ITA)
9-10 OCTOBER
ROUND 9/10

Eight wins and as many pole positions in a dominant campaign for Gregoire Saucy meant fifth place was all he needed in the opening contest at Mugello to wrap up

the Formula Regional European Championship by Alpine title with three races to spare.

But as the ART Grand Prix driver finished top of the tree, the penultimate round of the season marked a breakout weekend for Prema Powerteam's Paul Aron. The 17-year-old Estonian bagged his first and then second series victories alongside a

brace of poles and a fastest lap to move into second in the points.

Aron had to work for his maiden success in race one, having slipped behind Michael Belov of G4 Racing just before a safety car was called after Aron's team-mate and fellow front-row started Dino Beganovic was knocked off at Turn 1.

However, Aron later swept around the outside of Belov through the opening corner to retake the place before leading to the flag by 0.223 seconds, while Saucy's key rivals dropped out the points-paying positions to end the title battle.

Aron then duly led Beganovic for a Prema 1-2 in the second contest, as Saucy's aggressive start from second place and Aron's defensive work allowed Beganovic to nip past and trail his team-mate by a little over three tenths.

This result came after a countback due to a red flag following Jasin Ferati's sizeable shunt exiting the final corner.



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Larson's glitch fix ensures semi-final passage

NASCAR CUP
CHARLOTTE (USA)
10 OCTOBER
ROUND 32/36

Kyle Larson overcame a potentially race- and playoff-ending fault to win Sunday's NASCAR Cup race on the Charlotte Roval. He first noticed an electrical problem aboard his #5 Chevrolet Camaro early in Stage 2 and, when he pitted under caution on lap 34 of 109, his team discovered he'd lost an alternator belt.

Changing the battery provided a quick fix, but the team formulated a plan to swap the belt in additional stops. Once the work was complete, Larson's car was as fast as ever. He moved up the inside of leader Denny Hamlin at Turn 4 on a restart on lap 102 to take the lead for the first time and then held off Tyler Reddick by 0.782 seconds to triumph.

"I did not see us winning," Larson said. "I noticed my battery was getting low and I was like, 'Man, I'm not going to get knocked out of the playoffs like this?'"

Ford racer Chris Buescher finished in third, Kyle Busch was fourth and Hamlin rounded out the top five.

With Larson's win, he locked himself

A new belt gives Larson the juice he needs to fend off Reddick



into the 'semi-final' round of the playoffs. Joining him will be Hamlin, Joey Logano, Ryan Blaney, Kyle Busch, Chase Elliott, Brad Keselowski and Martin Truex Jr. Eliminated from further title contention were Kevin Harvick, Alex Bowman, William Byron and Christopher Bell.

Elliott had to battle back after Harvick wrecked him on lap 55, which dropped the Hendrick Motorsports driver at one point down to 33rd in the running order. He rallied to finish 12th in a heavily damaged Camaro.

JIM UTTER

Allmendinger extends streak

NASCAR XFINITY SERIES
CHARLOTTE (USA)
9 OCTOBER
ROUND 29/33

AJ Allmendinger earned his third consecutive NASCAR Xfinity Series victory on the Charlotte Roval course as four more drivers were eliminated from the playoffs.

With three laps remaining of the scheduled 67, Allmendinger had built nearly a nine-second lead, but when Tommy Joe Martins wrecked at Turn 14, Allmendinger's advantage disappeared.

Several lead-lap cars took on new tyres and others, including Allmendinger, were marginal on fuel as the two-lap overtime got under way. Allmendinger's engine sputtered coming to the white flag, but he easily held off Austin Cindric by 3.192s to clinch the win, his fifth of the 2021 season.

"This car was stupid fast," said Allmendinger. "The big picture is the championship but getting another win — three in a row here at the Roval — it means the world to me." Asked about his fuel situation, he continued: "I felt it kind of stumble and I thought, 'You've got to be kidding me'"



Allmendinger's win locked him into the playoffs' semi-final round, where he will join Cindric, Daniel Hemric, Justin Allgaier, Justin Haley, Noah Gragson, Brandon Jones and Harrison Burton. Jeb Burton, Myatt Snider, Riley Herbst and Jeremy Clements were eliminated from further contention.

If any of the remaining eight drivers in the playoffs wins one of the next three races, they will be locked into the Championship 4 and compete for the series title at Phoenix next month.

JIM UTTER

WEEKEND WINNERS

WORLD RALLYCROSS

SPA (BEL)

Johan Kristoffersson
 EKS JC (Audi S1)

RX2e

SPA (BEL)

Guillaume de Ridder

FORMULA REGIONAL EUROPEAN

MUGELLO (ITA)

Races 1 & 2

Paul Aron, Prema Powerteam

NASCAR CUP

CHARLOTTE (USA)

Kyle Larson
 Hendrick Motorsports
 (Chevrolet Camaro)

NASCAR XFINITY

CHARLOTTE (USA)

AJ Allmendinger
 Kaulig Racing (Chevrolet Camaro)



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ReMembering Goodwood's heroes past

A year and a half after it was originally scheduled, this weekend's 78th Members' Meeting honours key figures from the circuit's history

MARCUS PYE

PHOTOGRAPHY



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More akin to school sports days than the Olympics in Goodwood's first heyday – from the first in August 1949 to the 71st in July 1966, after which it closed to racing – the British Automobile Racing Club's second-tier Members' Meetings contrasted with the international events, being aimed at enthusiastic amateurs rather than established racers. Many competitors went on to far greater things, but for a great many weekend warriors they provided fun in cars driven to the Duke of Richmond & Gordon's motor circuit on the fringes of historic Chichester, 80 miles south-west of London.

Elements of the 'run-what-you-brought' – it's too classy a heritage for the Americanised 'run-what-ya-brung'! – remain in the Goodwood Road Racing Club's 78th MM, which takes place a year and a half late this weekend. The sequence – which continued in 2014 with the 72nd MM, almost 48 years after the final contemporary event – was interrupted by COVID-19 last spring, but it's back with a vengeance.



There are more Le Mans winners than aspiring successors on the register this time as teams from Aubigny, Darnley, Methuen and Torbolton houses go head-to-head on and off track. In an impressive roll call, Richard Attwood, David Brabham, Neel Jani, Tom Kristensen, Andre Lotterer, Emanuele Pirro, Guy Smith and Benoit Treluyer are competing

in Saturday's Pierpoint Cup V8 saloon thrash. TK, Lotterer and Pirro return to saddle Ford GT40s in Sunday's Gurney Cup sportscar event.

Like the enormous Revival's racecard, the MM's is a revolving history book, with a subtle twist. It features cars from 1905-23 in the SF Edge Edwardian showcase to 1982 in the Gerry Marshall Trophy Group 1 saloon contest, in which Saturday's two full grids will be whittled down to one for Sunday's final. The Earl Howe Trophy race revisits the two-seater Grand Prix cars and Voiturettes up to 1932.

The strongest 500cc Formula 3 field since Goodwood's last bugle call remembers Don Parker, one of the post-Second World War motorcycle-engined category's standout drivers. Parker did his early winning in his take on a Kieft-Norton, but among the favourites will be a Cooper-Norton Mk9 owned in period by another triple Autosport British champion, Jim Russell. Tom Waterfield, 23, a Vintage Sports-Car Club star with racing ambitions, drives it for Tim Ross, and has already won at Cadwell Park and Castle Combe this season.

Formula Junior honours 'king' Peter



Arundell and embraces a wonderful miscellany of chassis. Peter de la Roche and Andrew Hibberd renew their recent Revival rivalry, this time with engines behind them in Lola Mk3 and ex-Arundell Lotus 22 respectively, but Alex Ames arrives fresh from a fine victory at Spa.

The Ronnie Hoare Trophy for 1960-66 roadgoing and sports GT cars is most redolent of the original Members' Meetings, although those who witnessed them won't recall seeing a trio of Porsche 904 GTs or 911s, while Ferrari 275 GTB/C and Abarth-Simca 2000 look exotic in the mix. AC Aces, MGBs, Triumph TRs and TVR Granturas have a ring to them, while Keith Ahlers's Morgan Plus 4 SLR will slay giants in Billy Bellinger's hands.

Earlier GTs of the 1958-62 TT era form the Stirling Moss Trophy pack in which Aston Martin DB4 GTs, Austin-Healey 3000s and Ferrari 250 Berlinettas square up to a posse of wire-wheeled Jaguar E-type roadsters.

Sports-racers of the preceding era chase Salvadori Cup gold. American Scarab and Canadian Sadler-Chevrolets take on Tojeiros and Jaguar D-types, plus XK-engined independents, with two-litre Lotus 15s and Cooper Monacos looking to score on handling rather than power.

Ford GT40s and Lotus 30s should have the legs on Elvas and Lotus 23s in the Gurney Cup race, but the Mitchell brothers, Ben and Sam, are dark horses in dad Westie's left-hand-drive Chevron-BMW B8, an example of Derek Bennett's design genius.

Daily demonstrations feature design legend Gordon Murray's brainchildren, including his 750 Formula car via Brabham BT44 to Dario Franchitti driving the new T50 on its public debut, the cars of Ayrton Senna, and 14 of the 52 Jaguar XJR-15s built by Tom Walkinshaw Racing. There's also a two-part Super Special Rally Sprint on Saturday evening and Sunday morning. Enjoy!

THE GREATS BEHIND THE GRIDS

All the races are named after key figures. Here's a who's who of the people who inspired the Goodwood organisers

GERRY MARSHALL TROPHY (races 1, 2 & 15)

British racing's greatest showman (1941-2005) raced a Lotus Elan at Goodwood in 1966, and starred in early Revivals. Gerry's panache lives on in enthusiasts' memories, but he was still a force in the pre-1983 Group 1 era covered in his races. Chevrolet Camaros, Boss Mustangs, Ford Capris and Escorts, Triumph Dolomite Sprints, BMW, Volkswagens and Minis – where Marshall started in the mid 1960s – grace the pack, amid which son Gregor proudly competes in his beloved Vauxhall Firenza 'droopsnoot'.



SF EDGE TROPHY (R3 & 14)

Born in Australia, Selwyn Francis Edge (1868-1940) moved to England and was a cycle racer in his youth. An astute businessman, Edge went into partnership with pioneering motorist Charles Jarrott, importing French De Dion Bouton and Clement-Panhard cars. Edge developed and raced Napiers, winning the 1902 Gordon Bennett prize. Five years later he covered 1581 miles in 24 hours at Hugh Locke King's new Brooklands track. He outlived the circuit's pre-Second World War heyday, from which the races' cars are drawn.

PIERPOINT CUP (R4)

Born in May 1929, four months before Stirling Moss, Roy Pierpoint is one of few surviving competitors from Goodwood's inaugural (British Automobile Racing Club) Members' Meeting on 13 August 1949. Pierpoint raced his self-built Fiat Special in a short dash on the former RAF Westhampnett aerodrome's perimeter track that day, but became synonymous with powerful sports and saloon cars. He was British Saloon Car champion in 1965, in Alan Mann Racing's Ford Mustang, a model dominant in the 78th MM's American V8 tin-top showcase.



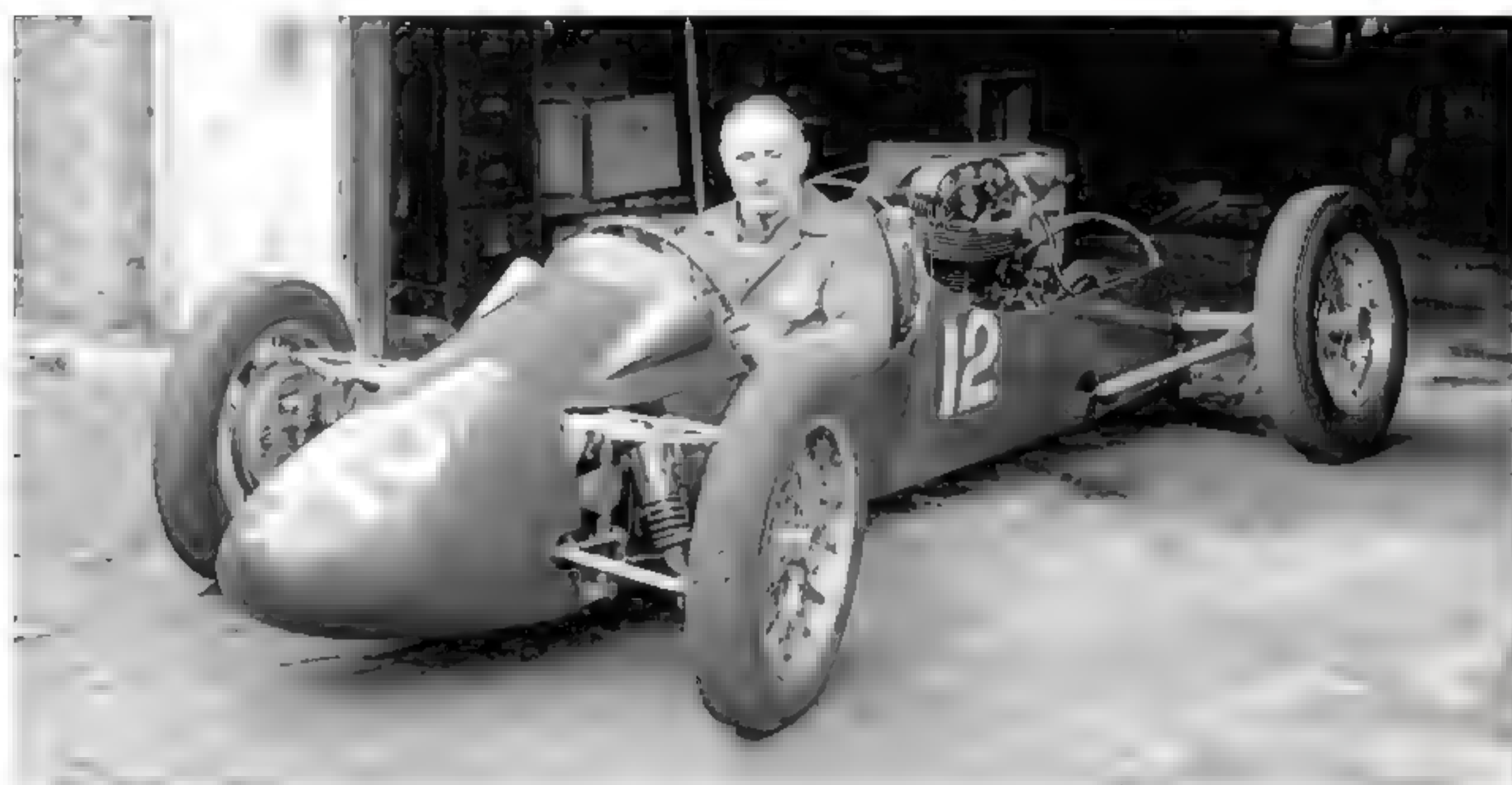
ARUNDELL CUP (R5)

Peter Arundell (1933-2009) was the king of Formula Junior. Boxing Day 1959's Brands Hatch winner in an Elva-DKW 100, Arundell repeated in the category's last major race there in September 1963. He dominated the 1962 and 1963 British championships in Team Lotus's 22 and 27 models, and won the Monaco GP-supporting race in 1961 and 1962. Arundell graduated to F1 in 1964, finishing third at Monaco and Zandvoort, before being seriously injured in an F2 accident at Reims.



HAILWOOD TROPHY (R6)

Mike Hailwood (1940-81) won nine 250cc, 350cc and 500cc motorcycle world championships from 1961-67. A brilliant competitor, with a huge fan following, Hailwood followed his friend John Surtees into cars in 1963, completing a season with Reg Parnell's F1 equipe in 1964, but it wasn't until he joined Team Surtees that results came. Mike won the 1972 European F2 title and F5000 races, but his best frontline F1 finish was second to Emerson Fittipaldi in the 1972 Italian GP.



RONNIE HOARE TROPHY (R8)

Brooklands MG racer Colonel Ronnie Hoare (1913-89) was the elegant and charismatic head of Bournemouth Ford dealer F English Ltd when in 1959 he formed Maranello Concessionaires to represent Ferrari in the UK. Its racing team debuted in 1961, with distinctive Cambridge blue detailing adorning its immaculate scarlet cars. The Colonel's proudest moments at Goodwood came when Graham Hill won the 1963 (below) and 1964 Royal Automobile Club Tourist Trophy races driving his Ferrari 250 GTO and 330 P.

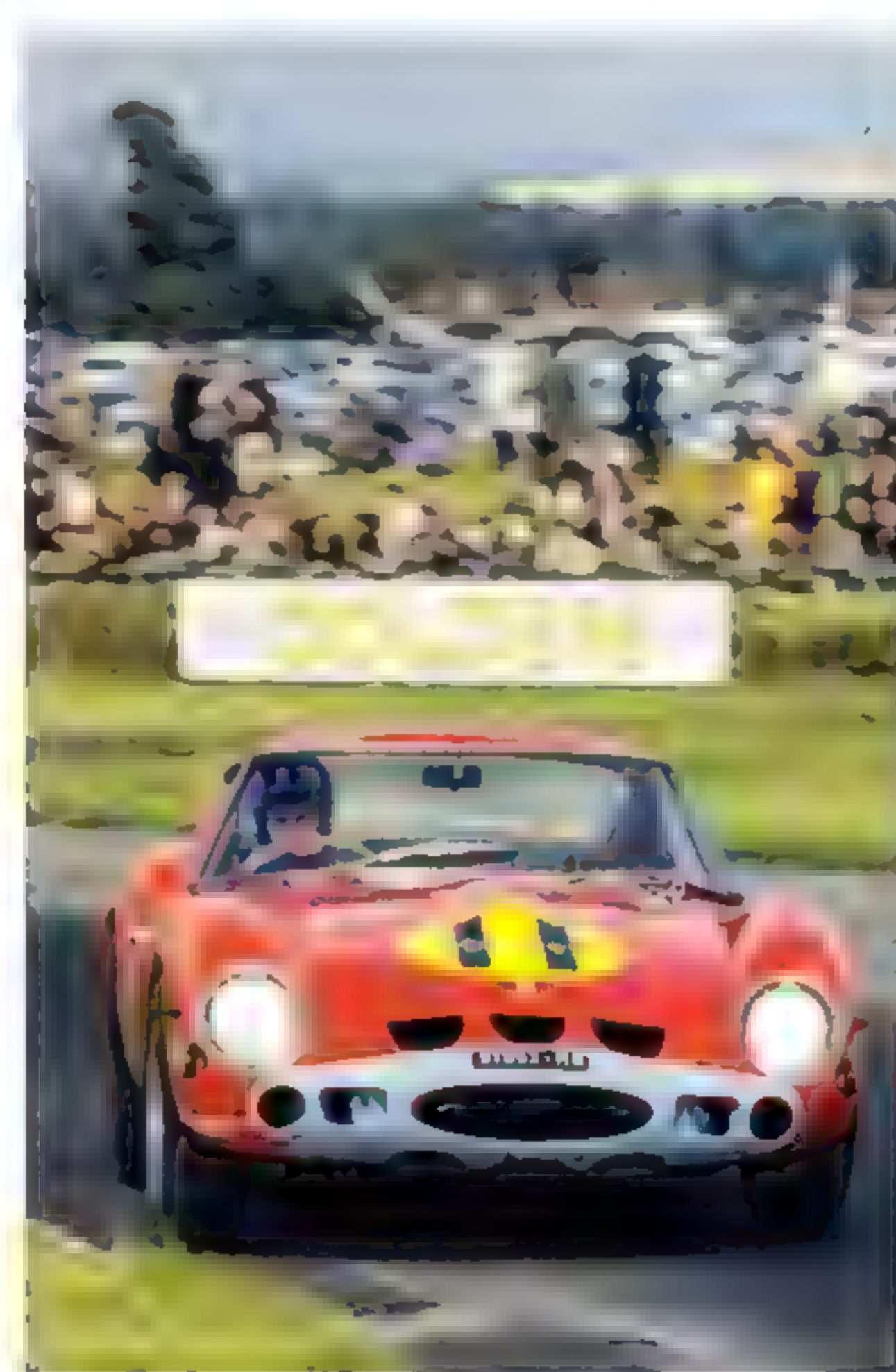
DON PARKER TROPHY (R7)

Whippet-slim Don Parker (1908-97) was a late starter who won his first race aged 40, then landed British 500c F3 championships in 1952 and 1953 with his Kieft-derived 'Parker Special', and 1959 with a Cooper. South London-based Parker enjoyed some epic scraps with the likes of Jim Russell (another triple champ), Ivor Bueb and Les Leston along the way. On his retirement from racing, Parker manufactured the 'Drivon' range of racing car trailers.



EARL HOWE TROPHY (R9)

The fifth Earl Howe (1884-1964) made his race debut as Francis Curzon – serving Member of Parliament for Battersea – driving a Bugatti T43 in the 1928 Irish TT. Having inherited his father's title, he was elected as the BRDC's first president in 1929 and within two years had won Le Mans, sharing his Alfa Romeo 8C 2300 with Sir Henry Birkin. The Bugatti fan also flew ERA's flag internationally, winning the 1938 Grosvenor Grand Prix – a handicap race – in Cape Town aboard R8C.

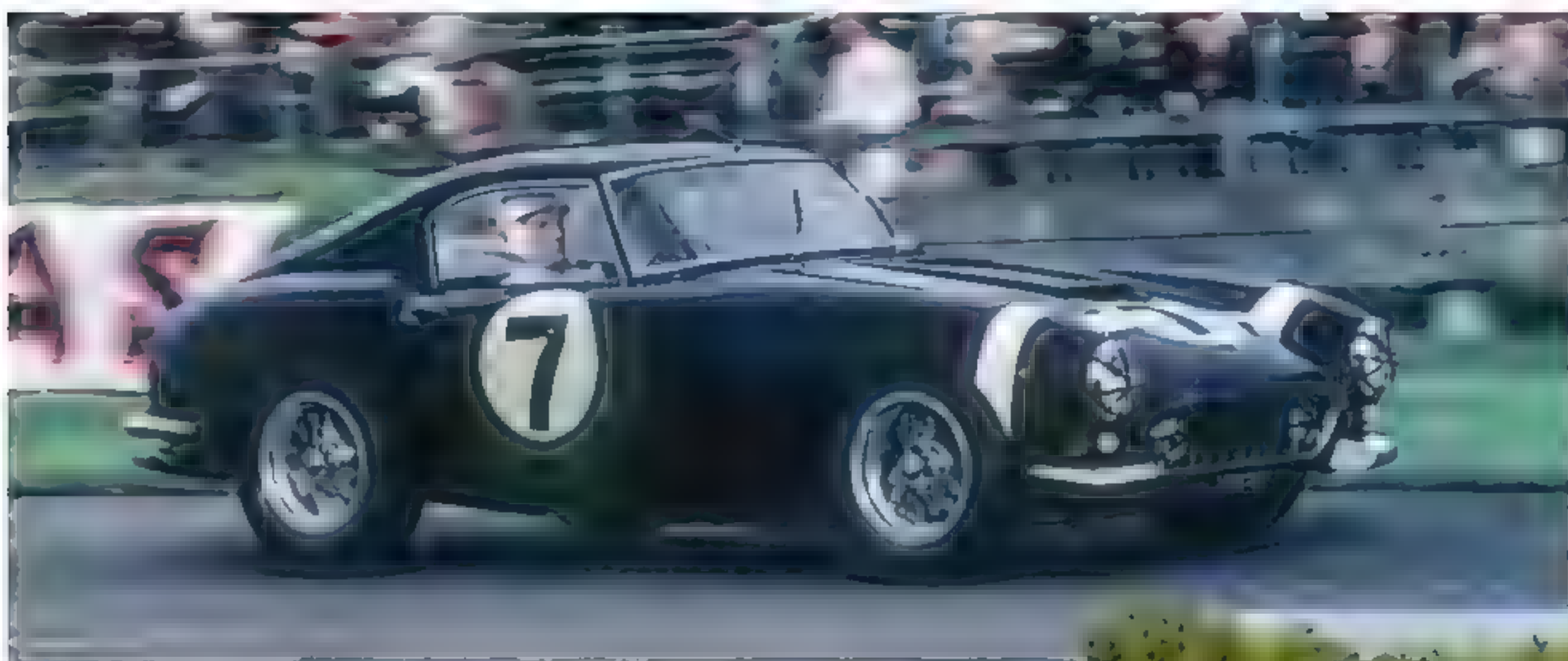


**GURNEY CUP (R10)**

Genial giant Dan Gurney (1931-2018) was a serial high achiever, as driver, team leader and pioneering car constructor. Gurney made his F1 debut for Ferrari in 1959 and won four world championship GPs, from the French at Rouen in 1962 (Porsche) to the Belgian at Spa in 1967 (AAR Eagle-Weslake). The first racer to win in sportscars, F1, NASCAR and Indycars, Gurney topped the GT class in a Shelby Cobra Daytona Coupe at Goodwood in 1964 (below) and won Le Mans (Ford MkIV) in 1967.

**SALVADORI CUP (R11)**

Roy Salvadori (1922-2012) famously won the 1959 Le Mans 24 Hours – with Carroll Shelby – for Aston Martin, having finished fourth in the 1958 F1 world championship, behind Mike Hawthorn, Stirling Moss and Tony Brooks in a British Racing Greenwash. Salvadori's versatility was legendary. At Goodwood on Easter Monday 1955, he won the Richmond Trophy F1 (Maserati 250F), Lavant Cup F2 (Connaught) and sportscar race (Aston Martin DB3S). 'Salvo' alsoaced Members' Meeting sportscar events.

**MOSS TROPHY (R12)**

Every Goodwood race meeting should be honour-bound to remember Stirling Moss (1929-2020), its most famous son. From his 30-second victory in the three-lap 500cc race on 18 September 1948, the day after his 19th birthday, to four successive RAC Tourist Trophy Races from 1958-61 (1960 above) – in Aston Martin DBR1s and Ferrari 250 GT Berlinettas – the maestro's record was unparalleled over the motor circuit's contemporary era, which ended for him on Easter Monday 1962, four years before it's 71st MM swansong.

**TIMETABLE**

(no race 13)

SATURDAY 16 OCTOBER

TIMES	EVENT
0730	Gates open
0845	Hunt runs the track
0905	Governors' Cars parade
0925	McLaren road cars demo
0945-1155	Official practice
1205	Gordon Murray Automotive demo
1225-1305	Official practice
1320	Jaguar XJR-15 demo
1340-1410	Official practice
1450	Ayrton Senna demo
1515	R1: Gerry Marshall Trophy heat 1
1600	R2: Gerry Marshall Trophy heat 2
1640	R3: SF Edge Trophy race 1
1715	R4: Pierpoint Cup
1830	Rally Sprint 1 practice
1915	Super Special Rally Sprint
2100	Fireworks

SUNDAY 17 OCTOBER

TIMES	EVENT
0730	Gates open
0800	Rally Sprint 2 practice
0835	Super Special Rally Sprint
0920	McLaren road cars demo
0930-1035	Official practice
1050	R5: Arundell Cup
1125	R6: Hailwood Trophy
1205	R7: Don Parker Trophy
1240	R8: Ronnie Hoare Trophy
1315	Ayrton Senna demo
1335	R9: Earl Howe Trophy
1405	Gordon Murray Automotive demo
1430	R10: Gurney Cup
1525	Jaguar XJR-15 demo
1550	R11: Salvadori Cup
1630	R12: Moss Trophy
1710	R14: SF Edge Trophy race 2
1740	R15: Gerry Marshall Trophy final
1900	Prizegiving in Great Hall

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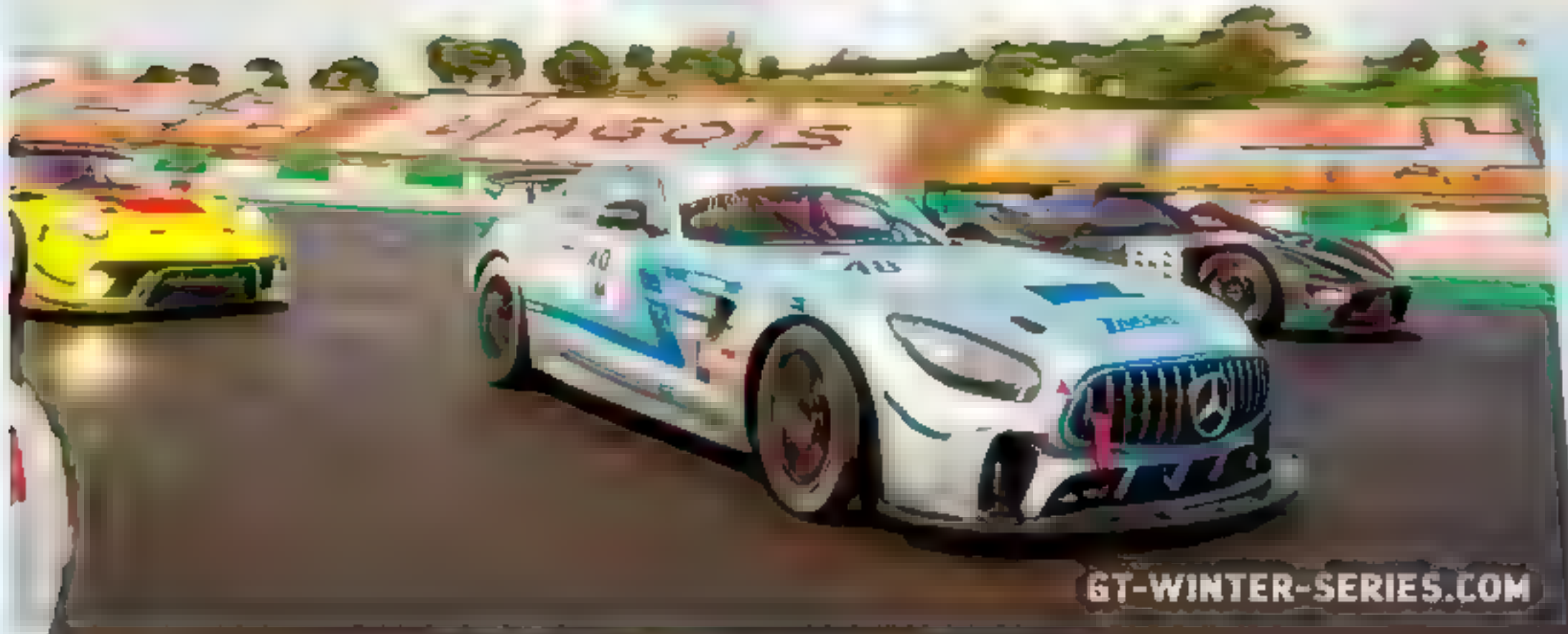
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SMRC More details revealed about new Scottish Junior series

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PORSCHE JUNIOR FINALISTS CHOSEN

PORSCHE CARRERA CUP GB

The four finalists who will battle to be named as the 2022-23 Porsche GB Junior have been selected.

British GT4 champion Gus Burton, Porsche Sprint Challenge GB title winner Theo Edgerton, Ginetta GT4 Supercup points leader Adam Smalley and National Formula Ford 1600 frontrunner Alex Walker will undertake a range of driving, fitness and media assessments at Silverstone early next month in a shootout that will determine who will follow in Harry King's footsteps as the new Junior.

The chosen driver will receive £85,000 towards their budget for each of the next two Porsche Carrera Cup GB seasons, as well as a wealth of support and opportunities from the manufacturer.

A shortlist of 12 drivers were recently interviewed and then whittled down to the last four. Porsche GB motorsport manager James MacNaughton said deciding the finalists was particularly challenging this year given the high standard of the applicants. "It was a very hard decision to choose the final four – they all impressed us in the interview process," he said. "They've all got good experience, and

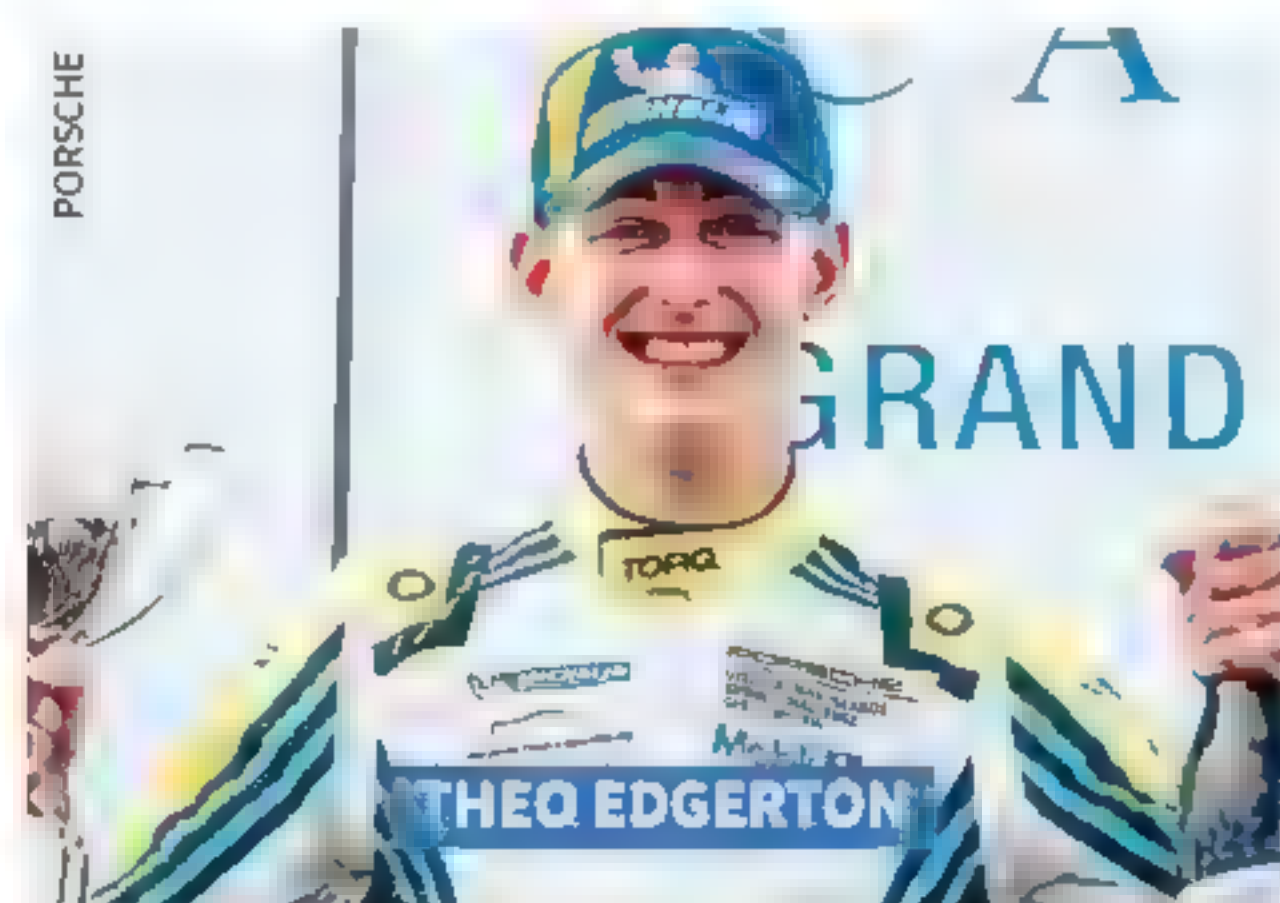
have enjoyed good success in racing, and they presented themselves very well."

Burton says he can spend the time until the final "flat-out training" after sealing the GT4 crown with a round to spare. "It's a massive opportunity for me," he said. "If I get this, it will be the first time in my career I will be completely funded and relaxed and, if I don't win, then it's going to be difficult [to get a drive in 2022]. I was friends with Dan Harper when he was the Junior and he coached me in Ginetta Junior. That was very cool to see the opportunities he was getting."

Edgerton has the advantage of already knowing the Porsche GB organising team after his dominant display in the Sprint Challenge – for the 718 Cayman GT4 Clubsport machines – this year. "It means a lot to be chosen – Porsche is such an amazing brand," he said. "I've been with them already for the past two years and I've enjoyed my time in the Porsche Sprint Challenge GB a lot. I'm confident in my ability and this year has gone very well so my confidence is sky high."

Smalley does not have the luxury of a title already secured as he still has the GT4 Supercup decider to come at Brands Hatch next weekend. But he is very much looking forward to the challenge of the assessment day. "It's really exciting and a pleasure to be selected in the final four – it's a massive achievement in itself," said Smalley. "I'm looking forward to getting behind the wheel of the new 992 car and I can't wait for that. I'm preparing myself as best as possible."

STEPHEN LICKORISH





More details of new Scottish Junior series as SMRC outlines 2022 plans

SCOTTISH MOTOR RACING CLUB

The Scottish Motor Racing Club has revealed more details about its new-for-2022 junior championship as well as announcing other plans for next year, including a return to full-day meetings and the livestreaming of events.

Due to the impact of COVID-19 for a second year, the SMRC was forced to run half-day events this season, which in effect led to the loss of Scottish Legends to the Knockhill Motor Sports Club.

Legends' place on the 2022 SMRC bill will be taken by the inaugural Scottish Junior BMW Championship, one of the four junior series permitted by Motorsport UK that are

reserved for drivers aged between 14 and 17. The new series will be for BMW 116i cars built between 2004 and 2006, and the SMRC has already received strong initial interest. The specification of the cars will be released in the coming weeks.

"We'd like to make it similar to the Citroen C1 Cup model [introduced in 2019], but rather than piggyback on someone else's championship, we're creating our own from scratch," said SMRC business development manager Rory Bryant.

"It'll also be unique because, from a junior perspective, there's only one rear-wheel-drive championship out there and that's Ginetta Junior, which obviously carries a far greater budget. So, this is an affordable

opportunity to race rear-wheel-drive cars for the whole UK, not just Scotland."

The club is also committing to introducing livestreaming for all of its Knockhill meetings next year, with exact details on providers expected at a later date. "Nowadays, it's become clear that livestreaming is the way to go, and it's a great way to generate more exposure for our members and sponsors," said Bryant.

A six-round season running between April and October is planned for 2022, with a return to Cadwell Park on 17 July also confirmed by the club following positive competitor feedback after an away round at the Lincolnshire circuit last month.

STEPHEN BRUNSDON

Compact Cup ace Dailly denied single-seater debut

SCOTTISH FF1600

Five-time BMW Compact Cup champion Steven Dailly's planned single-seater debut was curtailed by mechanical issues during last weekend's Scottish Motor Racing Club meeting at Knockhill.

Family team KC Motorsport put together a late deal to field a pair of Rays, previously run this season by Glenn Alcock and Andrew Elliott in partnership with West College Scotland. But Dailly pulled out of qualifying on Sunday morning, after fitting a new clutch the night before,

following an initial shakedown.

"We've had so many issues with the car unfortunately, so I didn't feel like going out in qualifying," Dailly said. "I was a bit demoralised to be honest. We changed the clutch on Saturday, but we still had problems in testing."

As a result, Dailly did not contest either of the two races, while his team-mate for the weekend – ex-Kevin Mills and Graham Brunton team driver Michael Macpherson – only managed nine laps in the opener and did not start race two.

STEPHEN BRUNSDON

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Mills hits out at scoring rule after Walker's defeat

NATIONAL FF1600

Formula Ford team boss Kevin Mills has criticised the British Racing & Sports Car Club's National Championship regulations after this year's title was decided in controversial circumstances at Snetterton last weekend.

Team Dolan driver Chris Middlehurst claimed the crown after Kevin Mills Racing's pre-meeting points leader Alex Walker twice retired after contact with Middlehurst's team-mates.

Competitors are able to drop four scores but, in a change to the regulations from previous years, none of these can be from the final event. It meant that Walker, who won the first race at Snetterton and had previously failed to finish on only one occasion, had to count both his non-finishes towards his total score.

"I'm disappointed with the regulations because we've raced all year and you're able to drop rounds, and we go to the last meeting and you cannot drop a round," said Mills. "They do it so that everybody pays their entry and turns



up at the last round. I haven't got a problem with that. But as long as you sign on and pay your entry, you should be able to drop rounds.

"[Walker] has won more races than anybody else but we lost the championship today because we've crashed with a guest driver and we can't drop that round."

BRSCC chairman Peter Daly said: "We allow dropped scores, which cater for competitors who are unable to compete, perhaps because of illness, or who might be on the receiving end of someone else's malpractice. But, in order to encourage championship subscription and maintain grids for the whole of the season, we don't allow dropped scores from the last round. The drivers are all in the same position."

MARK PAULSON & STEPHEN LICKORISH

IN THE HEADLINES

ANOTHER GILKES IN FF1600

Canadian F1600 champion Nick Gilkes will compete alongside his sister Megan, the former W Series racer, in this year's Formula Ford Festival and Walter Hayes Trophy. Gilkes won the Canadian title in his first year of racing, taking seven wins and 10 other podium finishes in 18 starts. "I look forward to racing in the UK," he said. "It's such a historic couple of events – I can't wait!"

O'FLANAGAN'S SUCCESS

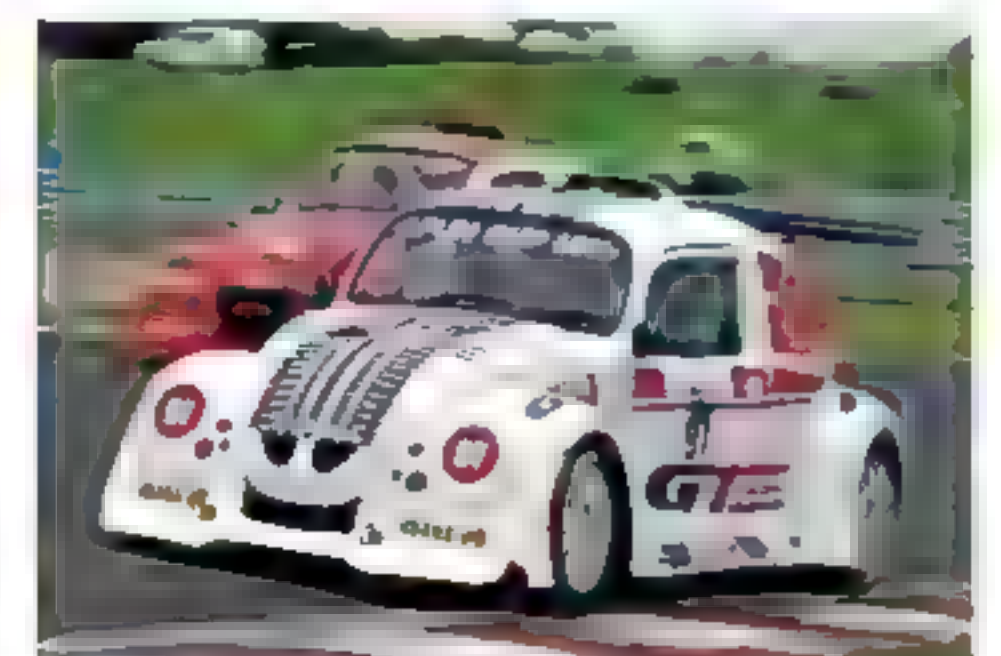
Taylor O'Flanagan provisionally clinched the Caterham Roadsport title with a meeting to spare at Snetterton last weekend. A pair of wins, including a dominant performance in Sunday's wet race, took O'Flanagan out of reach of closest challengers Hugo Bush and Tom Cockerill. He plans to graduate to the 270R series next year. "I'd definitely like to stay in Caterhams," he said. "I absolutely love the cars, the paddock, the people."

CHAMPION TRICE TO SIT OUT

Toby Trice will miss the Ginetta GT Academy finale at Donington Park this weekend to ensure he's crowned champion. Trice provisionally took the title at the penultimate event at Silverstone but, with only four events counting for points, he's decided it would be better not to race at Donington, as any penalty there would mean that round would have to be counted. Trice said: "We drop a round anyway, so why risk losing the championship on a technicality when we've already got it all sealed?"

BROADBENT'S FUN CUP BOW

YouTube star Jimmy Broadbent will contest the next Fun Cup round at Oulton Park this weekend, driving the GT Radial car (below) alongside Ellis Hadley and Luke Sedzikowski. Successful sim racer Broadbent made his real-life debut this year and has been racing a Praga R1 in Britcar Endurance. "I've raced Fun Cup for years in sim racing, and I'm excited to finally try one in real life," he said.



F4 to follow European lead as it swaps Hankook tyres for Pirellis

BRITISH F4

British Formula 4 will swap from using Hankook tyres to Pirellis when it undergoes a major revamp next season.

A number of changes are being made to the category for 2022 after British motorsport governing body Motorsport UK announced it would take over from RacingLine as organiser. It had already announced a switch to the Tatuus-Abarth chassis/engine combination and will now join the popular Italian and German series in running Pirelli rubber.

"With Pirelli tyres currently being

utilised on each step of the FIA's single-seater ladder to Formula 1, their use will provide drivers with an instructive, race-proven package as they embark on their first steps in the sport, building up crucial experience for the higher categories," explained Motorsport UK CEO Hugh Chambers.

Teams were in favour of the move, with Fortec boss Richard Dutton saying: "It's very good – it's a much better tyre than the Hankook. I think it's good because it's the same as what many of the European F4 championships are running."

STEPHEN LICKORISH



Entertaining races at Estoril Classics event

HISTORICS

Just 1.6 seconds split the AC Cobras of Harvey Stanley and Max Girardo in Saturday's 90-minute Sixties' Endurance race, highlight of last weekend's Estoril Classics event. Richard Cook and Spa Six Hours winner James Cottingham started their respective cars but, as darkness descended, Stanley reeled Girardo in and swept ahead close to home in a DK Engineering 1-2.

The historic Portuguese Grand Prix venue showcased the final rounds of French organiser Peter Auto's high-octane series. In Classic Endurance Racing 2, the later sports-prototype set, Maxime Guenat (ex-Jim Wallis Lola-DFV T286) beat the similarly powered TOJs of Yves Scemama (Warsteiner SC304) and Dominique Guenat (BP SC303) for an all-Swiss podium.

Young Armand Mille – son of watch baron Richard – coolly defied gearbox problems in his Lola-FVC T212 to score a brilliant first win in the stronger CER1



race, defying Steve Boulton Brooks's Lola-Chevrolet T70 Mk3B, which Martin O'Connell had thundered up from the back.

Earlier on Sunday, Brooks had driven his ex-Nigel Mansell Lotus 91 to victory in the second Classic GP race, beating Mark Hazell (Williams FWo8C) and 'Mr John of B' (ex-Jacques Laffite/Didier Pironi Ligier JS11/15). That Ayrton Senna had won his first GP at a streaming Estoril in 1985, in a JPS Lotus, was extra special for the aviator. Michael Lyons dominated on Saturday, then

gave the family McLaren M26 to dad Frank.

Contrasting Jaguars coloured Group C. Olivier Galant (Silk Cut XJR12) chased Martin Brundle, starting Zak Brown's IMSA Castrol XJR10 turbocar to the stops, at which a 20s elite driver penalty advantaged the talented Frenchman unnecessarily. Brundle/Brown also raced the American's Ford Cologne Capri to fifth in a rousing Heritage Touring Cup feature, won by Maxime Guenat's Capri.

MARCUS PYE

F4 race winner Hedley among the GB3 debutants



GB3

British Formula 4 race winner James Hedley is one of several drivers who are due to make their GB3 debut in this weekend's season finale at Donington Park.

Hedley was the early F4 points leader but a difficult second half of the campaign, during which he switched from Fortec to Carlin,

dropped him out of contention. He will now reunite with the Elite Motorsport squad that powered him to a dominant Ginetta Junior crown in 2019 for the GB3 season closer, having tested with the team over last winter.

"My focus is absolutely on F4, however, this kind opportunity from Ed Ives of Elite Motorsport is too

good to refuse," he said.

Hedley is not the only British F4 racer to make the step up: Eduardo Coseteng, fresh from his maiden podium last weekend, will join GB3 with Fortec.

Meanwhile, Australian karter Flynn Jackes will make the switch to cars driving for Hillspeed. He has spent the past few weeks testing at various circuits.

ANGELO R. DRIVE

THAT 100 GRAND PRIX WINS MILESTONE SET BY LEWIS WILL NEVER BE BEATEN...

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Pryce finally wins as he tops tiny BRC Mull entry

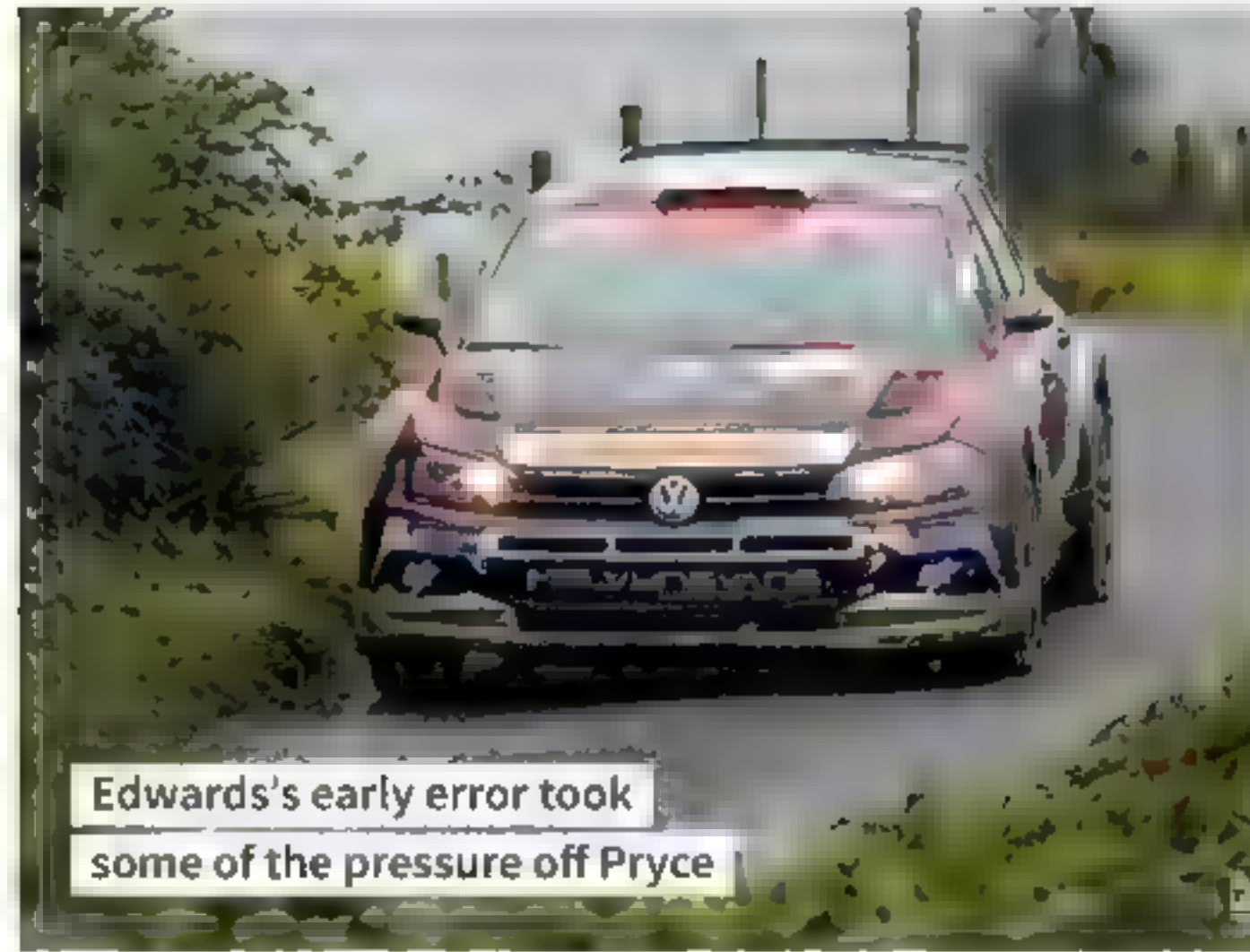
RALLYING

Osian Pryce's seven-year wait for a British Rally Championship round victory was ended on a rain-lashed Mull Rally to put more daylight between himself and reigning champion Matt Edwards with two rounds left.

Pryce's decision to nominate his points-boosting Joker on the rally, which was making its debut in the series and where Pryce and Edwards were the only starters in the top BRC class, also came good as the Volkswagen Polo R5 driver banked five additional points.

In the overall Mull Rally classification, Pryce finished second with co-driver Noel O'Sullivan, four minutes off Daniel Harper's (Mini) winning time and almost three minutes clear of David Bogie's Ford Escort Mk2.

"It's probably been the hardest event I've done in a very long time," said Pryce. "It makes the championship quite exciting, but I think



Edwards's early error took some of the pressure off Pryce

this is where the work starts to be honest."

To the disappointment of many, the battle between Pryce and Edwards failed to materialise, as Edwards experienced "brain fade" 1.9 miles into stage one and careered off the road. The impact between the bank and the rear of his Polo R5 inflicted suspension and brake damage, but he regrouped and still bagged second.

In Junior BRC, William Creighton made it back-to-back successes to remain firmly in the title hunt. He moved to top the timesheets on Friday evening's closing test when Kyle White's Peugeot 208 punctured and the brakes on Finlay Retson's Ford Fiesta Rally4 failed.

JASON CRAIG

Tolman makes British GT return with Bentley after two years out

BRITISH GT

Tolman Motorsport will return to British GT at Donington Park this weekend for the first time since 2019, entering a GT3 Bentley for Jordan Witt and Ian Stinton.

Christopher Tolman's squad ran the McLaren Driver Development Programme set-up in GT4 in 2018 and 2019, before the pandemic scuppered its plans for 2020. McLaren then handed the contract to Team Rocket RJN for this year, leaving Tolman to focus on its historic restoration work.

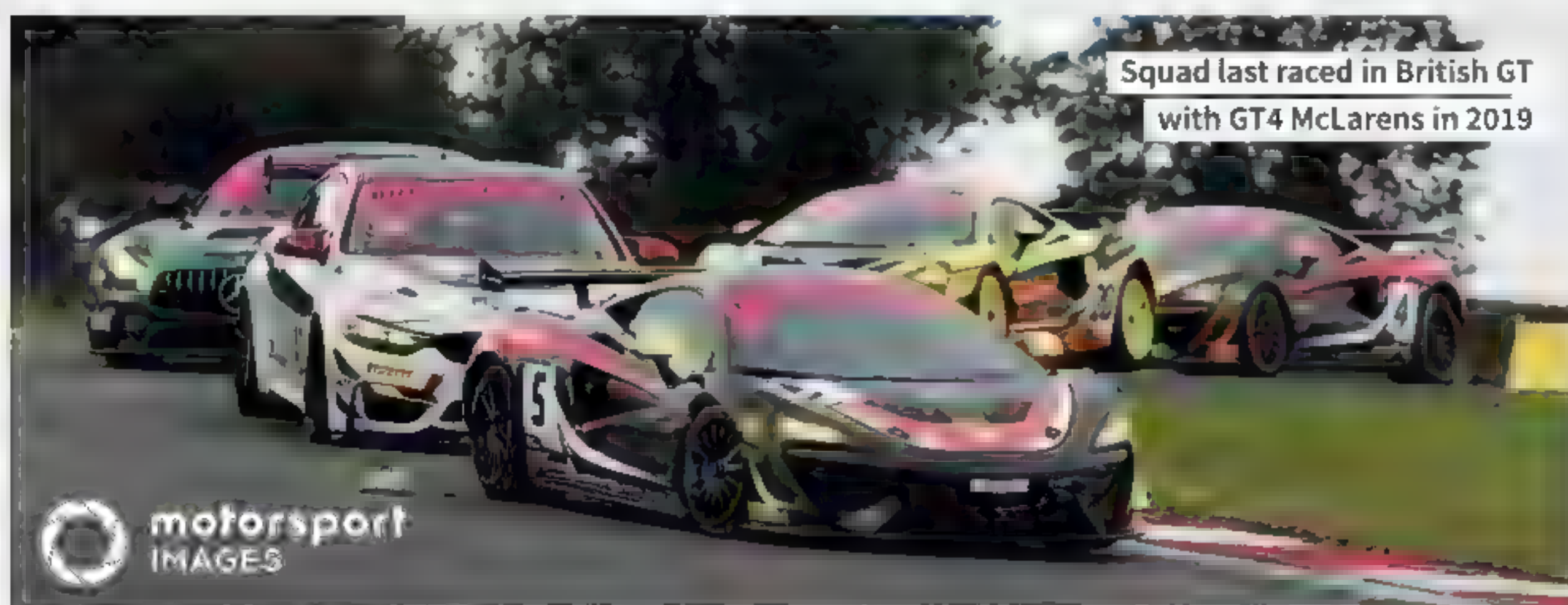
Tolman said: "Finding a suitable programme during two particularly tricky years hasn't been easy. Now this

opportunity to run a Bentley makes our intentions very clear and will hopefully open a few doors next season."

Witt, the 2016 GT Cup champion in the previous-generation Bentley, was a race winner in the 2Seas McLaren at Snetterton last season. Stinton last raced for Tolman in the 2016 British GT season, taking a best finish of sixth in a Ginetta G55 GT3.

Meanwhile, GT4 teams' champion Century Motorsport will expand to run a third car. It will enter its GT Cup regulars David Holloway and 2007 GT3 champion Bradley Ellis in an Aston Martin Vantage GT4 alongside its two BMW M4 GT4s.

JAMES NEWBOLD



Squad last raced in British GT with GT4 McLarens in 2019

IN THE HEADLINES

VILLAGE REVISTS PODIUM

Former single-seater team owner and national Formula Ford champion John Village revisited his maiden podium in Historic 750 Formula at Mallory Park last Sunday. Driving a replica of the Village V2 in which he finished third at the track in 1975, he scored another third place in race one last weekend, 46 years on. He brought the trophy from that race with him to the event.

FIZPATRICK'S COMEBACK

Former Legends champion Lee Fitzpatrick had his first race for 10 years when he returned to the series at Pembrey last weekend. "I'm mentoring Luke Ttakoushis after we did a Palmer day and he loved it, so I decided to share the car and see if I've still got it," he said after taking a best finish of 11th. "He will do the championship next season, but I might do a couple of races too."

HERO EVENT CHANGES

The Historic Endurance Rallying Organisation has postponed its planned 2022 Peking to Paris event but has announced a new contest for next year, the Trans Mongolian Motor Challenge. The continuing impact of the coronavirus pandemic led the organiser to delay the Peking to Paris fixture to 2023, while the new event is due to run for 18 days over 6000km and will be solely based in Mongolia to ease the logistical burden.

SUMMERS SHINES AT BRAGA

Alex Summers (below) topped a fine display from British drivers in the FIA Hillclimb Masters event at Braga in Portugal on Sunday. Summers, runner-up to Wallace Menzies in the British championship, turned the tables in Braga to finish fourth overall from 150 competitors, second in category and head a clean sweep of the single-seater podium in his DJ Firestorm. Menzies (Gould GR59) and Trevor Willis (OMS) chased Summers home in the class. "I'm not sure I have ever had so much fun in a race car before!" said Summers.





The Donington decider

This weekend's British GT finale will be a tense title showdown for some, but for others it's a chance to end a challenging year on a high

JAMES NEWBOLD

We've been here before. Entering the final round of the British GT Championship at Donington Park, five crews are still in title contention and the circuit's knack for throwing up the unpredictable means that, even with a healthy 18.5-point lead and no success penalty to serve in the pits, Leo Machitski and Dennis Lind aren't counting their chickens. They were the blameless victims of Turn 1 aggression in the first visit to Donington earlier this year, and a repeat non-score could throw the door wide open once more, as their Barwell Motorsport team boss Mark Lemmer knows only too well from prior experience.

Jon Minshaw and Phil Keen had 11.5 points in hand in 2016 when Minshaw encountered the slow-moving Paul Hollywood in the Craner Curves and went off in avoidance, losing the title to Jonny Adam and Derek Johnston. Together with Graham Davidson, Adam also capitalised on a Barwell non-score in 2019, when Keen and Adam Balon's six-point advantage was squandered by suspension damage following Balon's brush with a GT4 car.

"We're really confident going into the final round," says Lemmer, "but we know more than any other team in British GT that anything can happen."

For those not in the title fight, Donington will provide one last opportunity to end the year, on a high and could make all the difference to those all-important off-season discussions with

"We're not where we want to be yet, but we've maximised the opportunities we've had"

sponsors and partners. Ones to watch will be the Team Abba Mercedes of Richard and Sam Neary (winners at Donington earlier this year) and Paddock Motorsport's Bentley, with Kelvin Fletcher and Martin Plowman scoring their first pole of the season at Oulton Park last time out.

For the latter pair, the 2021 campaign has been one of upheaval. After sitting out 2020 due to the pandemic, they had hoped to pick up their deferred programme with JRM, but it was clear early on that the finances were tight. After only one round, they were forced to take over the running of the programme with their own Paddock team, which had been set up to run Mazda MX-5s and expanded this year to field a McLaren 570S GT4 in the GT Cup.

A Bentley Continental GT3 was an entirely different prospect again, and Plowman credits his father Mark for stepping up to

allow the drivers to get on with their jobs and being "the glue to keep it all together" through the early uncertainty. "The core of the team essentially remained unchanged," explains Plowman, "but, in terms of upper management, that's where drafting my dad in was a no-brainer. Even though he might not have an in-depth motorsport knowledge at that level, managing people is bread and butter to him and making sure that things are running smoothly."

Plowman Sr owns a printing company that has been in business for over 40 years. He had to call on all of his experience when the season threatened to hit the skids early on. "We all went into a meeting and were basically told, 'Maybe we can get one race out of it, maybe two', but we got one out of it," he says. "We were in a mess. But we were able to strike a deal with the incumbent to take over the assets and we've secured a good, core team that has been developed into a real tight-knit community."

Even so, it has been a learning curve for all involved. "We were going into uncharted territory," explains Plowman Jr. "Really, we were playing catch-up in terms of personnel and organisation of who was doing what and what the rest of the year looked like."

The Bentley's peaky characteristics — "It's got a very narrow performance window," acknowledges Plowman Jr — has presented further challenges, as has the team's limited test running. But with new engineer Mark Chittenden coming on board with a different philosophy to JRM's aero-first approach — "He believes it's a mechanical grip car," says Plowman Sr — a breakthrough podium came at Snetterton that has given the team added belief.

"In pre-season testing there, we were nowhere," says Plowman Jr. "We had no hope in hell, we were three seconds off the pace and scratching our head trying to figure out why we were struggling so badly. But we tried some different things and turned it around."

"Kelvin against the amateurs has done an incredible job and I feel like myself, against the factory drivers who are out 30 times per year in the same car, the performance has been getting closer. We're not where we want to be yet, but we've maximised the opportunities we've had."

Ahead of a winter of consolidation, Plowman Jr says discussions have already commenced with Bentley for next season: "Considering the uncertainty of the year, they have been very helpful, and very supportive of us."

Perhaps unsurprisingly, with so much to distract his focus, Plowman admits he's not up to speed on the championship permutations to judge whether there will be any surprises this weekend. "To be brutally honest, I don't even have a clue who is fighting for what," he says. "When you're not in a tight championship fight, you don't really pay attention to anybody else. You treat every race as an individual event, so we just want to go out there this weekend and give it our best shot." ❧

Another win for Weddell as Minis thrill

**KNOCKHILL
SMRC
10 OCTOBER**

Michael Weddell heads into the final round of the Scottish Mini Cooper Cup season with a healthy 61-point margin over nearest rival Chad Little as the one-make championship served up a trio of sensational races at Knockhill last weekend.

On the day he celebrated his 27th birthday, Weddell's quest for the title was given a shot in the arm with his seventh victory of the year in a frenetic opening encounter. Starting alongside polesitter Ian Munro, Weddell swept around the outside at Duffus Dip to take the lead on lap one and then produced a textbook defensive drive under immense pressure from Little and Munro for the remainder of the race.

Little sought revenge in the second contest and duked it out with Weddell until slight contact between the two sent Little skating across the escape road at Duffus. He finished last with wheel-rim damage, while Weddell came home second to Neil Hose. Up front overall, Jamie Blake completed a double in his R53.

The best was saved for the finale, with Weddell working his way up from sixth on the reversed grid to third by the end of the first lap. Any one of the top six could have won, but it was Craig Blake who prevailed in an epic encounter from Hose, who recovered from a first-lap spin at the chicane, with Weddell in fourth crucially extending his lead over Little, who finished fifth.

"That was the most stressful race I've ever been in, it was chaotic!" Weddell said. "But if there's one race that proved how good Mini



Weddell (r) and Little spent much of the weekend dicing with each other

Cooper racing can be, it was that one."

John Kinmond took a pair of hard-fought Scottish Classic victories in his Rover 3500 to maintain a slender championship lead over the Ford Fiesta of Oly Mortimer. Race one was red-flagged following a first-lap incident that curtailed the action for four cars, after which Kinmond and Tommy Gilmartin's Morgan +8 disputed the lead until contact between the pair sent Gilmartin into the Leslie's gravel. Kinmond was an easy victor thereafter, with Mike Connon's Lotus 7 taking second.

Things were just as close for the second race, the Andy Walker Memorial, with Kinmond beating Gilmartin – this time without contact – to victory, as Connon came home a deserved third.

There may have only been five cars on the Scottish Formula Ford 1600 grid last weekend but, behind Jordan Gronkowski's double victory – which secured him a second title – the racing was as good as anything seen all year.

Matt Chisholm produced his best

weekend of the season, grabbing two second places, while the returning Logan Hannah and Neil Broome each took a third.

Steven Gray clinched the Scottish Fiesta ST Cup title with a pair of largely comfortable victories as chief rival Mark Dickson could only manage a second and third. Gray's other title challenger Dave Colville was absent from the meeting, meaning Gray needed only to outscore Dickson in each race to be crowned.

C1 Cup title protagonists Ross Dunn and Dan Martin came to unfortunate blows in the first of two entertaining races, making contact at McIntyres that pitched Martin's car into a roll and severely delayed Dunn. Kyle Nisbet won the race, while Ryan Smith edged a tightly fought second bout. Just one point now separates Martin and Dunn heading into the final round.

STEPHEN BRUNSDON



Despite being pitched into this roll after contact with Dunn, Martin still continued in the race!

ALL PHOTOGRAPHY MO R

WEEKEND WINNERS

SCOTTISH MINI COOPER CUP/R53s

Races 1 & 2 Jamie Blake (R53)
Race 3 Craig Blake

SCOTTISH CLASSIC SPORTS AND SALOONS

Races 1 & 2 John Kinmond (Rover 3500)

SCOTTISH FORMULA FORD 1600

Races 1 & 2 Jordan Gronkowski
(Van Diemen JL012K)

SCOTTISH FIESTA ST CUP

Races 1 & 2 Steven Gray

SCOTTISH C1 CUP

Race 1 Kyle Nisbet
Race 2 Ryan Smith

For full results visit: speedhive.mylaps.com

TOCA SUPPORTS DONINGTON PARK 9-10 OCTOBER

Millar and McNeilly show their class

GINETTA JUNIOR

The third Ginetta Junior race at Donington Park was the perfect demonstration of why Aston Millar and Liam McNeilly are the only two drivers now left in title contention. The pair had fought at the front of the category's largest-ever field all weekend but worked together to pull 10 seconds clear of the chasing pack in the finale and then enjoyed a thrilling battle of their own.

"It was good Liam was willing to work with me to pull away," said R Racing driver Millar. "But I knew he was going to go for it at some point! He did and I got straight back ahead."

McNeilly had remained right on points leader Millar's tail throughout and that move came at Redgate on lap nine of 12. The Fox Motorsport driver dived down the inside of Millar, making slight contact and was through – but Millar fought back at McLeans. It was still not over, though, as McNeilly, who was mindful of how costly a DNF would be at this point in the season, got back ahead at McLeans on the next lap before Millar again stormed past at Coppice on the penultimate tour. McNeilly tried to



Top two in the points had thrilling battle in the finale, Millar (l) just edging McNeilly

ALL PHOTOGRAPHY: JEP
motorsport
WEATHER

outdrag his rival to the line but to no avail.

Earlier, McNeilly grabbed the lead at the start of a safety car-disrupted opener before Millar ran side-by-side with him down the Craner Curves on the restart – Luke Watts having crashed at the chicane – sealing the move into the Old Hairpin. But it was McNeilly's turn to pounce after the second caution period – this time instigated when Jack Sherwood collected a spinning Edward Pearson at the Old Hairpin – as he retook the lead at Coppice and held on to win.

Millar had also briefly fallen behind Seb Hopkins but battled back to second, while Jamie Osborne pounced on a dramatic final

tour to snare his maiden podium.

The second race was red-flagged after Watts had a heavier shunt at the chicane, setting up a frenetic six-lap shootout. Millar led initially before dropping back to fifth as Robert de Haan and Josh Rowledge had spells in front, but Millar's comeback was completed with a move on Rowledge at Coppice on the final tour.

That result ensured Millar continued his record of finishing every race in the top six and means he is in the box seat with a 48-point lead heading into the Brands Hatch finale.

STEPHEN LICKORISH

No win for Cammish but he still increases his gap

PORSCH CARRERA CUP GB

Two things happened at Donington Park that weren't great for Dan Cammish: the BTCC Honda in which he should have been starring in 2021 won two races in the hands of Gordon Shedden; and Cammish didn't win any in the Carrera Cup car he's campaigning this season. But the good

news was that he extended his points lead going into the final round at Brands Hatch.

The opener was a case of 2020 revisited, with Harry King getting a blistering start from pole and leading all the way to win by nearly seven seconds. The early-morning start seemed to catch out Kiern Jewiss, allowing Lorcan Hanafin into second.

Jewiss began to come under attack from

Cammish, who in turn had Will Martin in tow. Cammish got down the inside exiting Coppice and into the chicane on the eighth lap of 23, and Martin looked to take advantage too, only for fluid leaking from the right-rear to spell the end of his race and cause pandemonium in the midfield.

Cammish then hunted down Hanafin, and he and Jewiss were promoted when Hanafin was penalised 5s for track-limits offences.

Josh Malin led race two from reversed-grid pole, but locked up into Redgate on the second lap. This delayed Hanafin, and Jewiss squeezed through into a lead he would never lose to complete a double for Team Parker, despite pressure from the impressive Malin.

Cammish moved to fourth when contact between Hanafin and King put the reigning champion on the grass at the chicane. At half-distance Cammish grabbed third from Hanafin, who vainly tried to defend from King. Cue another touch between the pair.

MARCUS SIMMONS



Track-limits woe for Hanafin meant Cammish extended his points lead

All change in F4 as Rees now leads

BRITISH F4

"Coming into this weekend, I hated Donington Park!" admitted Matthew Rees. But the JHR Developments driver likes the Leicestershire venue a little bit more now after two wins propelled him back into the British Formula 4 points lead.

On his team's local circuit, Rees returned to form with a double pole and dominated a dull opening contest, leading home fellow JHR racer McKenzie Cresswell and Eduardo Coseteng – whose third place now means every driver on this year's grid has taken at least one podium. Crucially for Rees, his key rival Matias Zagazeta was only able to progress to sixth after a tricky qualifying.



Zagazeta limited points loss with recovery to second in race three



Rees (l) briefly lost out to Cresswell in race three, but soon fought back

Rees added another win in the finale, despite initially losing out to Cresswell – who stormed around the outside at Redgate. But Rees attempted to fight back on the second lap, going side-by-side through the Craner Curves before Zagazeta made it three abreast at McLeans. Inevitably, they did not all stay on track and Zagazeta was the loser as Rees pulled clear to take a comfortable 12-second win. Zagazeta fought back to second to limit the damage to his title bid.

In between Rees's wins, Georgi Dimitrov claimed his third reversed-grid triumph in an eventful second encounter, while Rees charged from the back to seventh.

STEPHEN LICKORISH

Bird fights back, Davidson stars

MINI CHALLENGE

Dan Zelos's charge towards the Mini Challenge crown was halted at Donington Park as his Excelr8 team-mate Max Bird reduced his lead to 31 points.

Zelos was on the backfoot heading into the weekend with an eight-place grid penalty hanging over from Croft and he struggled to make progress in the opener. He then battled engine woes in race two before fighting back to sixth in the finale.

Bird took full advantage, claiming three podiums – including race-two spoils – despite battling brake and clutch issues of his own in the opener.

But it was Jack Davidson who was the standout driver of the weekend.

The Lux Motorsport man grabbed the race-one lead from Sam Weller at the Old Hairpin but was handed a five-place grid penalty for the second race, having been found to have dropped too far back from the safety car late in the race.

Despite this setback, he grabbed second in the closing stages with another move on Weller – this time at Redgate. And Davidson completed a stunning weekend by snatching the win after a lengthy caution period in the finale with a move at Redgate on, you guessed it, Weller. Further back, series debutant Bobby Thompson was a strong fifth – having charged from last to ninth in race two, following earlier driveshaft woes.

STEPHEN LICKORISH



Davidson was in sublime form at Donington, taking two wins

WEEKEND WINNERS

GINETTA JUNIOR

Race 1 (12 laps) 1 Liam McNeilly; 2 Aston Millar +2.467s; 3 Jamie Osborne; 4 Robert de Haan; 5 Joe Wheeler; 6 Harri Reynolds. **Fastest lap** Reynolds 1m24.875s (83.94mph). **Pole** Millar. **Starters** 29.
Race 2 (6 laps) 1 Millar; 2 McNeilly +0.161s; 3 de Haan; 4 Seb Hopkins; 5 Josh Rowledge; 6 Reynolds. **FL** Callum Voisin 1m24.583s (84.23mph). **P** McNeilly. **S** 29.
Race 3 (12 laps) 1 Millar; 2 McNeilly +0.173s; 3 Voisin; 4 Reynolds; 5 de Haan; 6 Rowledge. **FL** de Haan 1m24.329s (84.48mph). **P** Millar. **S** 29.
Points 1 Millar 581; 2 McNeilly 533; 3 Hopkins 470; 4 de Haan 436; 5 Will Jenkins 418; 6 Voisin 381.

PORSCHE CARRERA CUP GB

Race 1 (both 23 laps) 1 Harry King; 2 Dan Cammish +6.704s; 3 Kiern Jewiss; 4 Lorcan Hanafin; 5 Josh Malin; 6 Ross Wylie. **FL** King 1m06.087s (107.80mph). **P** King. **S** 22.
Race 2 1 Jewiss; 2 Malin +0.329s; 3 Cammish; 4 King; 5 Hanafin; 6 Will Martin. **FL** Malin 1m06.073s (107.82mph). **P** Malin. **S** 22.
Points 1 Cammish 111; 2 Hanafin 102; 3 Jewiss 95; 4 King 87; 5 Martin 65; 6 Lewis Plato 59.

BRITISH FORMULA 4

Race 1 (18 laps) 1 Matthew Rees; 2 McKenzie Cresswell +0.430s; 3 Eduardo Coseteng; 4 Joseph Loake; 5 Aiden Neate; 6 Matias Zagazeta. **FL** Cresswell 1m08.494s (104.01mph). **P** Rees. **S** 16.
Race 2 (16 laps) 1 Georgi Dimitrov; 2 Kai Askey +0.220s; 3 Zak Taylor; 4 James Hedley; 5 Marcos Flack; 6 Zagazeta. **FL** Flack 1m09.039s (103.19mph). **P** Cameron McLeod. **S** 16.
Race 3 (18 laps) 1 Rees; 2 Zagazeta +12.494s; 3 Joel Granfors; 4 Cresswell; 5 Dougie Bolger; 6 Taylor. **FL** Rees 1m08.727s (103.66mph). **P** Rees. **S** 16.
Points 1 Rees 296; 2 Zagazeta 284; 3 Cresswell 249; 4 Granfors 228; 5 Hedley 210; 6 Loake 181.

MINI CHALLENGE

Race 1 (15 laps) 1 Jack Davidson; 2 Sam Weller +0.789s; 3 Max Bird; 4 Ronan Pearson; 5 Max Coates; 6 Jim Loukes. **FL** James MacIntyre 1m14.271s (95.92mph). **P** Coates. **S** 31.
Race 2 (17 laps) 1 Bird; 2 Davidson +0.491s; 3 Coates; 4 Weller; 5 Pearson; 6 Lewis Brown. **FL** Weller 1m13.897s (96.41mph). **P** Weller. **S** 30.
Race 3 (14 laps) 1 Davidson; 2 Bird +0.309s; 3 Brown; 4 Weller; 5 Bobby Thompson; 6 Dan Zelos. **FL** Brown 1m13.626s (96.76mph). **P** Jason Lockwood. **S** 29.
Points 1 Zelos 631; 2 Bird 600; 3 Davidson 567; 4 Weller 513; 5 Coates 485; 6 Brown 476.

GINETTA GT4 SUPERCUP

Race 1 (12 laps) 1 Josh Rattican; 2 James Kellett +1.606s; 3 Adam Smalley; 4 Reece Somerfield; 5 Carlito Miracco; 6 Steve Roberts. **FL** Kellett 1m09.454s (102.58mph). **P** Rattican. **S** 22.
Race 2 (15 laps) 1 Kellett; 2 Smalley +4.170s; 3 Rattican; 4 Roberts; 5 Somerfield; 6 Miracco. **FL** Kellett 1m09.381s (102.68mph). **P** Rattican. **S** 22.
Race 3 (19 laps) 1 Miracco; 2 James Blake-Baldwin +0.928s; 3 Rattican; 4 Smalley; 5 Kellett; 6 Roberts. **FL** Kellett 1m09.581s (102.39mph). **P** Miracco. **S** 22.
Points 1 Smalley 554; 2 Tom Hibbert 510; 3 Rattican 493; 4 Miracco 414; 5 Blake-Baldwin 358; 6 Somerfield 343.

TOCA SUPPORTS DONINGTON PARK 9-10 OCTOBER

Smalley enjoys largest points lead of the season

GINETTA GT4 SUPERCUP

Prior to the Donington Park round, the gap between the evenly matched Adam Smalley and Tom Hibbert had only once exceeded the 35 points for a win at the end of a Ginetta GT4 Supercup weekend. But the title momentum swung significantly in Smalley's favour at the penultimate event of the season as he stole what could be a decisive march on his rival, pulling 44 points clear.

Hibbert's weekend was badly affected by a qualifying session to forget. With just over five minutes to go, the Rob Boston Racing driver had still to set

a representative lap time. And, when he eventually did, it was later struck from the timesheets because a yellow flag was out, leaving Hibbert consigned to a 14th-place start for the opening race. To compound his troubles, the largest entry of the season meant he found it difficult to make progress and seventh ended up being his best result of the weekend.

Although Smalley did not win any of the races on the road, he still took advantage of Hibbert's struggles. But it was Smalley's Elite Motorsport team-mate, outside title contender Josh Rattican, who led throughout the opener. Smalley seemed set for second until charging

debutant James Kellett made a move at McLeans with two laps remaining. However, with Kellett not eligible to score championship points as he has only joined for the final two events, Smalley was still able to pick up the 30 points on offer for second place.

Kellett went one better in race two, taking the victory in a disrupted encounter after jumping Rattican off the line. Rattican, Smalley and Reece Somerfield ran side-by-side on the first lap, but it was Smalley who snuck ahead. Rattican closed right in on Smalley in the latter stages, but a red flag – with Luke Reade off at the chicane – put a halt to their scrap, meaning Smalley got the maximum score.

The duo had the chance to renew their battle in the finale and Rattican forged his way ahead on the inside of Coppice on the last lap to take third behind Carlito Miracco and James Blake-Baldwin. Fast-starting former Compact Cup and Formula Ford 1600 ace Steve Roberts ran second early on before being eased wide into the Redgate gravel by Blake-Baldwin and dropping to sixth.

All of that means Smalley enters the Brands Hatch final round in a strong position over Hibbert, who is now in danger of losing runner-up spot to Rattican, just 17 points behind.

STEPHEN LICKORISH

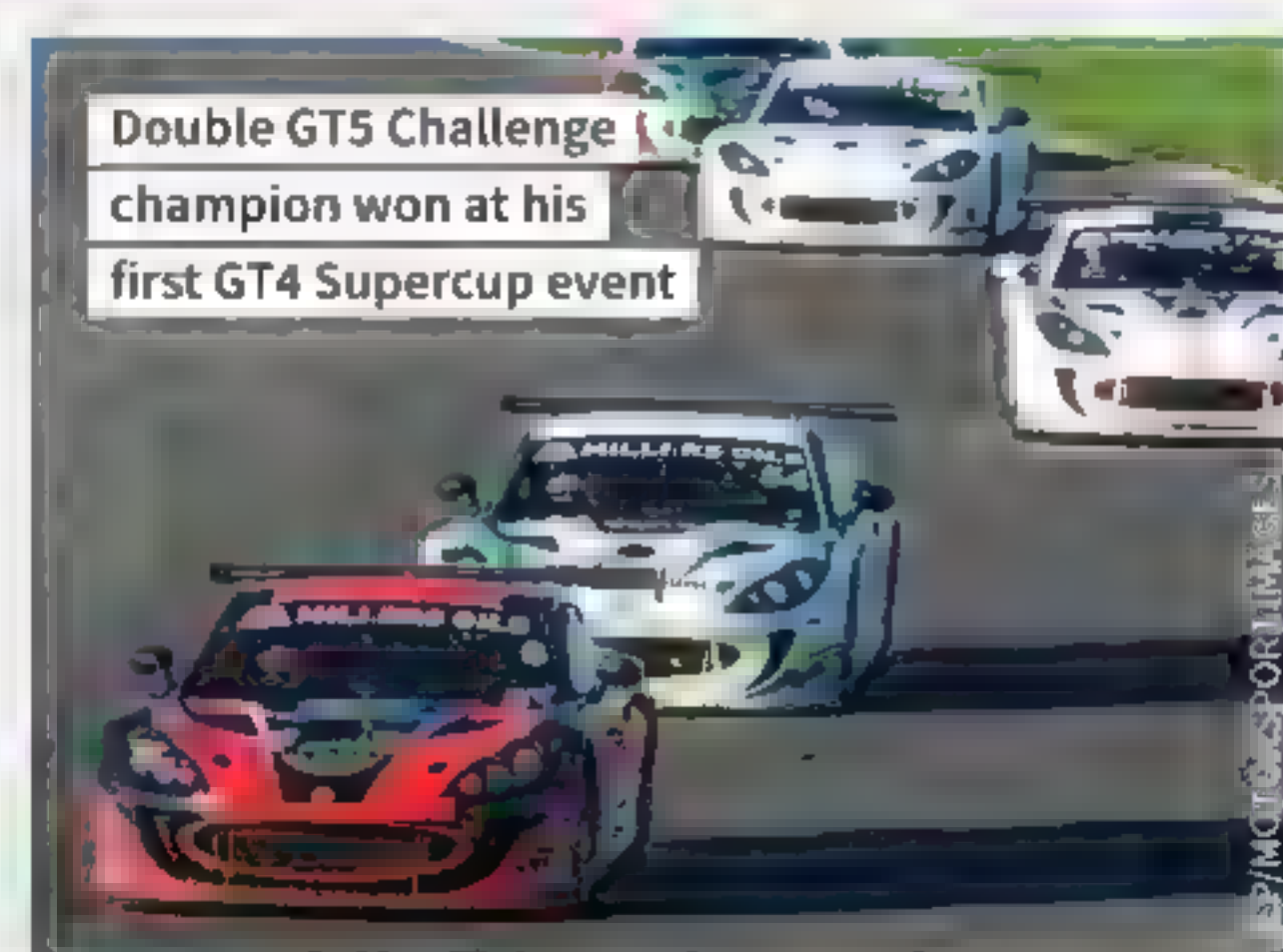


KELLETT SHINES ON HIS LONG-AWAITED GT4 SUPERCUP DEBUT

Considering he was Ginetta Junior runner-up, twice won the highly competitive GT5 Challenge title and has spent the past two seasons racing a G55 in the GT Cup alongside Alex Stevenson, it was somewhat surprising that James Kellett had never raced in the Ginetta GT4 Supercup prior to the Donington Park event last weekend.

Kellett had long targeted a move into the category but was never quite able to get the budget together after his GT5 triumphs – in 2015 and 2018 – to make the step up. But he was finally able to fulfil the “kids’ dream” of racing on the British Touring Car bill once more after putting together a deal with Century Motorsport to contest the final two rounds of the season.

The 23-year-old began the weekend full of confidence having topped the Thursday practice timesheets, but was unable to quite convert that pace into qualifying – where he was fourth. He described it as “disappointing”,



despite being less than two tenths behind polesitter Josh Rattican, but Kellett felt much more was possible as the yellow flags came out on a lap where he was on course to take pole.

Kellett admitted that qualifying was never his strongest point and he was relishing the prospect of battling with a competitive field in the races – and looking forward to a return to one-make competition. He got a “bit bullied at the start”

of the opener and dropped to sixth but was soon on a fightback – making a particularly good move on Reece Somerfield at Redgate and passing Adam Smalley late on for second.

“I got into the rhythm and I was picking my way through the field,” said Kellett. “I was two tenths faster than anyone else so the pace was really strong. If it was a longer race, I could’ve won! I’m too much in my endurance racing-spec!”

But Kellett had no such problems in race two, pouncing on a slow start for Rattican to take an impressive win – and in the process becoming only the third driver to have won a race in Ginetta Junior, GT5 Challenge and GT4 Supercup. Although he lost out on the first lap of the final race, and could only fight back to fifth, he had certainly achieved his objective of demonstrating his pace against some quick opposition and has done his prospects for 2022 no harm at all.

STEPHEN LICKORISH



Wins and penalties on eventful Welsh Truck weekend for Smith

**PEMBREY
BARC
9-10 OCTOBER**

There were two wins and three penalties for defending British Truck Racing champion Ryan Smith in an eventful Pembrey meeting.

Smith led from the opening lap for a dominant victory in race one, with Stuart Oliver ousting John Newell for second exiting Spitfires on lap four of 13. David Jenkins was fourth, after recovering from being turned around on the opening tour.

Martin Gibson got the early break in the second race, but Smith quickly carved his way through the order from sixth on the first lap. Jenkins had led the chase, until Smith got by through Diben on lap eight. A similar move on Gibson's lead on the penultimate tour gave Smith the win on the road, but a two-second penalty for gaining an unfair advantage dropped him back to second, handing Gibson the spoils.

The third race was red-flagged after eight laps, with Smith having scythed past Mark Taylor into Hatchets on lap six for his second win. Oliver had a dominant triumph in the fourth race, while

Jenkins and Smith duelled for second place, with Smith getting by after contact on the Speedway Straight – but a penalty again reversed their order in Jenkins' favour.

Tom O'Rourke became the fourth different winner when he led the finale from the opening lap. Gibson was second, while Smith took the flag third – but his third penalty dropped him to eighth, leaving Jenkins to complete the podium.

Junior Saloon Car leader Charlie Hand was a triple winner for the second time this season. It was a lights-to-flag success in the first race but, behind him, it was three abreast through Honda on the last lap, with Harvey Caton taking both Alfie Jeakins and Ruben Hage to secure second.

It was a repeat for Hand in the red-flagged second race, with Caton second again, after he snatched the place from Will Redford at Hatchets on the last full racing lap. Redford made up for his loss by getting the better of Hand at the start of the third contest. After completing almost a whole lap side-by-side, Hand finally got by at Hatchets on lap five of 13.

George Turiccki led a front quartet from the start of the first Pickup race, with only Reece Jones able to pose a real challenge. However, a track limits penalty dropped Turiccki to second and handed Jones the win, with Matt Simpson surviving contact with a spinning Dale Gent to take third.

Simpson led race two until a late safety car intervention, when he was jumped by Turiccki from the restart. It was Turiccki to the fore again in race three, after he got by Paul Tompkins on the fourth lap of the restarted race.

John Mickel held off Will Gibson for victory in the first Legends race, before Gibson turned the tables in race two, as



WEEKEND WINNERS

BRITISH TRUCK RACING

Races 1 & 3 Ryan Smith (Mercedes Actros)
Race 2 Martin Gibson (MAN TGX)
Race 4 Stuart Oliver (Volvo VNL)
Race 5 Tom O'Rourke (MAN TGA)

JUNIOR SALOONS

Races 1, 2 & 3 Charlie Hand

PICKUP TRUCKS

Race 1 Reece Jones
Races 2 & 3 George Turiccki

LEGENDS

Races 1, 3, 5 & 6 John Mickel
Race 2 Will Gibson
Race 4 Miles Rudman

MG OWNERS' CLUB

Races 1 & 2 Will Sharpe (ZR)

ELITE

Races 1 & 2 Paul Roddison (Mk4)

WELSH SPORTS & SALOONS

Race 1 Kerth Butcher (Audi R8)
Race 2 Damian Longotano (Westfield SE)

For full results visit: tsl-timing.com

they took the flag only 0.27s apart. Mickel got away in the final to claim his second win, leaving points leader Miles Rudman battling with Gibson and Will Parker, until his engine let go on the last lap and he coasted over the line fourth.

Sunday's opener went to the flag behind the safety car, with Rudman the victor from Gibson and Andy Bird, while Mickel took a last-lap win in the second race, followed in close formation by Parker, Gibson and Rudman. Mickel grabbed another win in the final, too, when he came out on top of a battle with Parker and Rudman – who took their duel for second down to the wire, it being decided in Parker's favour.

PETER SCHERER

Academy aces top of the class after thrillers

**SNETTERTON
BRSCC
9-10 OCTOBER**

The Caterham Academy's first-year racers stole the show at Snetterton, where the two groups' titles were both decided by a single point following hard-fought, clean races.

After escaping to win Saturday's Green group battle, Freddie Chiddicks headed into Sunday's damp finale with a two-point advantage over Geoff Newman. The duo exchanged the lead throughout before Newman rounded Chiddicks at Brundle on the final lap and nailed the final three corners to crucially snatch fastest lap too, denying Chiddicks the title by the narrowest of margins.

"To me it was just another race," said Newman. "I came here to learn to drive, so just getting on the podium is something. All credit to Freddie – if it wasn't for him I wouldn't have put in so much effort."

Saturday's White group thriller was decided only when Charlie Lower ran wide at Murray's on the final tour and was outdragged by Harry George by 0.16 seconds. In Sunday's rematch, Lower held on to prevail by an almost identical margin and pip George to the title by a single mark. Chiddicks claimed a much more comfortable success over George and Newman when the groups combined for the non-championship Autumn Trophy race.

In a controversial conclusion, Chris Middlehurst clawed back a 38-point deficit with two races remaining in the Formula Ford 1600 National Championship to take the crown for a second time – 10 years after his first title.



Newman leads Chiddicks to the Green Group title by the narrowest of margins

Pre-weekend points leader Alex Walker had strengthened his advantage by passing Middlehurst at Riches to win the opener in his Kevin Mills Racing Spectrum. Team Dolan man Middlehurst's Van Diemen was shuffled back to fifth, just ahead of the third title contender, Max Esterson (Low Dempsey Racing Ray).

Walker and Team Dolan Van Diemen guest driver Niall Murray ran wide at Turn 3 on the opening tour of Sunday morning's wet sequel, letting KMR's Tom Mills escape to a commanding maiden win from Middlehurst. As Murray and Walker disputed third, they clashed at Brundle and Nelson, Walker's damage forcing him out.

From 12th on the grid, Walker rose to eighth on the first lap of race three before contact when trying to round Morgan Quinn's Team Dolan entry at Riches left both cars in the barriers and ended Walker's title hopes. While Murray took a comfortable win from third on the partially reversed grid, Middlehurst's drive to third

behind Mills was enough to seal the crown.

Cosworth YB power helped race sponsor Piers Grange's ex-Matt Moore Escort RSR to Modified Fords success on Saturday, holding off Jack Gadd's late challenge in a Millington-motivated example. Gadd's trip over the Murray's kerbs allowed Ashley Shelswell's Mustang-engined Sierra XR4i to snatch second. Delayed by Shelswell's spin in the wet race two, Grange could only recover to second behind James Harris's giantkilling Pinto-powered Mk2 Escort. With Grange missing, Rod Birley's Escort WRC looked set to claim race three until dropping into limp mode, allowing Gadd to hold off Shelswell for victory.

Birley sat out the opener to focus on the Super Saloon races. He won the first, but was denied a brace by a loose wheelnut. Nick Sutton's final-lap exhaust failure on his Mitsubishi Lancer E10 therefore gifted Gavin Dunn's BMW E36 victory.

Blair McConachie eventually eked out a tiny margin over the rest of the six-car



Contact from Lyall sent McConachie into a last-lap spin in 270R race two

WEEKEND WINNERS

CATERHAM ACADEMY – GREEN

Race 1 Freddie Chiddicks

Race 2 Geoff Newman

CATERHAM ACADEMY – WHITE

Race 1 Harry George

Race 2 Charlie Lower

CATERHAM ACADEMY AUTUMN TROPHY

Freddie Chiddicks

NATIONAL FORMULA FORD

Race 1 Alex Walker (Spectrum 011C)

Race 2 Tom Mills (Spectrum 011C)

Race 3 Niall Murray (Van Diemen BD21)

MODIFIED FORDS

Race 1 Piers Grange (Escort Mk1 RSR)

Race 2 James Harris (Escort Mk2)

Race 3 Jack Gadd (Escort Mk1 RSR)

CMMC SUPER SALOONS/SOUTHERN TIN TOPS

Race 1 Rod Birley (Ford Escort WRC)

Race 2 Gavin Dunn (BMW E36)

CATERHAM 270R

Race 1 Blair McConachie

Race 2 Harry Eyre

CATERHAM 310R

Races 1 & 2 Pete Walters

CMMC INTERMARQUE SILHOUETTES

Races 1 & 2 Ray Harris (Ginetta G40R)

CATERHAM ROADSPORT

Races 1 & 2 Taylor O'Flanagan

CLUBSPORT TROPHY

Jasver Sapra (BMW M3 E46)

For full results visit: tsl-timing.com

pack squabbling for the lead of the Caterham 270R opener. Stephen Lyall and Harry Eyre followed him home, and joined him in dispute of Sunday honours. Lyall and McConachie had both been rounded by Eyre at Brundle on the final lap when contact between them at Nelson spun the Scot, who slipped to fifth as Eyre won from Lyall.

Lewis Thompson's run of eight successive 310R victories was ended by a Pete Walters double. Thompson, ducking out of Walters's slipstream as they approached the chequered flag, was denied by just 0.016s in the first. Roles reversed in race two, where Walters drafted past to win by 0.057s.

On his first Snetterton 300 outing, Ray Harris took a pair of Intermarque Silhouette wins. First-time polesitter Daniel Smith's challenge was blunted by an oil leak, as he dropped to third behind Malcolm Blackman, and then gearbox woes. His brother Lewis led the second race, until fuel-flow problems thwarted him late on.

MARK PAULSON

THE NORTH AMERICAN FF1600 INVASION



With five season-long entries, North Americans were already well represented in National Formula Ford this year. But their ranks were swelled further last weekend at Snetterton by newcomers Andre Castro and Jeremy Fairbairn.

Castro was recently named alongside fellow New Yorker Max Esterson in the Team USA Scholarship programme for this year's Formula Ford Festival and Walter Hayes Trophy. The pair were chosen following a rigorous selection process that included a two-day shootout between six finalists at the Polecat training circuit in Tennessee in August.

While Esterson – like 2020 scholar Bryce Aron before him – has spent the season in Britain competing at the sharp end of the National Championship, a lack of budget had restricted Castro to a trio of outings in USF2000 and a part campaign in F1600. The 22-year-old joined up with regular scholarship partner Low Dempsey Racing at Snetterton to get acclimatised ahead of the prestigious end-of-season events, and qualified 14th of 17 entries before finishing eighth in Sunday's wet race.

"It's a bit more challenging than I anticipated," admitted Castro. "In the first race, we found a lot of pace from myself – I just had to change a little bit my technique and get used to the car.

"[Being selected] is exciting for me and it's good for my career because of

the weight [the scholarship] carries in the US, especially in IndyCar and even sportscars. A lot of professional drivers have come through the programme. It's definitely prestigious and I'm really honoured to be a part of it."

Also joining the regular runners ahead of an assault on the Festival and Hayes was 17-year-old Floridian Fairbairn, who joined Phil Wills's PWR1 Racing squad in the Van Diemen chassis previously used by Max Marzorati. With Colin Queen and Andre Lafond already ensconced alongside Esterson at LDR, plus Californian Carter Williams and Megan Gilkes from Toronto completing their seasons at Oldfield Motorsport and Kevin Mills Racing respectively, North American accents abounded in the paddock.

"Coming here, you get a lot more track time," explained Fairbairn, who had a part-season in US Formula 4 last year. "A lot more practice, racecraft, that was really what interested me. This opens my eyes to wanting to do a lot more races in Europe because of the competition here."

Next stop for the North American contingent is the Festival in a fortnight's time at Brands Hatch, a track Castro has some experience of from his season in the NASCAR Euro Series in 2019, before the Hayes at Silverstone a week later. Previous Team USA scholars have a strong record in the events, although it is nearly a decade since Tristan Nunez added to earlier successes for Josef Newgarden, Conor Daly and Connor De Phillippi.

"The goal is to win the Festival and the Hayes, so we've got our work cut out," admitted Esterson who, after finishing third in the National Championship, hopes to remain on these shores and graduate to GB3 next year.

MARK PAULSON





Toyota MR2
 Roadster title
 showdown Cooke
 leads Traynor to
 the honours

Cooke's winning recipe yields another MR2 crown

OULTON PARK
750MC
9 OCTOBER

Aaron Cooke prevailed after another close battle with Shaun Traynor at Oulton Park to seal the Toyota MR2 Championship for a second successive year, and became the first driver to win the crown in Mk3 Roadster machinery.

Four-time champion Traynor held off his chief rival during the early stages of

race one until a better exit from Cascades enabled Cooke to finally get by at Island Bend and score his eighth win of the season by two seconds, while Class B champion Cam Walton took third. "The Mk3 is awesome to drive," said Cooke, after clinching the title with a race to spare. "We got to grips with it pretty quick and we got stronger as the year went on. Me and Shaun had some good races."

Cooke sat out the second race, allowing Traynor to lead at the start from Paul

Cook in light rain. But Traynor's victory chances appeared over after an off at Cascades, which dropped him out of the top 10. "When I first went off, I thought I might lose a few places," said Traynor. "But I couldn't get the power back down on the grass and I counted about 14 [cars] come past."

While Cook and Walton squabbled at the front, Traynor made a storming recovery to catch the lead pair by the start of the final tour. After passing Walton for second at

West's woes fail to deny him Locost honours

MALLORY PARK
750MC
10 OCTOBER

Martin West was crowned Locost champion at Mallory Park, but he seemed determined not to do it the easy way.

West needed a second or third place in the opener to claim championship

victory over Andrew Tait, but dropped out with gearbox trouble early on and came perilously close to being caught in the points by Tait. With only second and third gear available, West was determined to finish race two, but it was then Tait who ran into trouble, stopping unceremoniously at the hairpin and helping West to a long-awaited title win.

The winner of both races on the day was Geoff Peek. He had built up a decent lead in race one and just managed to defend it from David Martin, who was hunting him down with alarming speed. Tait was third, having led briefly and run second for several laps. Martin took another second in race two after seeing off Craig Land, who was back on the pace, making up for a disastrous qualifying session and a battle through to sixth in the first race.

Historic 750 Formula finished its season in fine style in the sunshine. Martin Depper's Centaur won the first race from fifth on the grid, after he'd made his way to the front of a four-car group including John Village's Village V2, the JGS of Richard Prior and Christian Pedersen in an Austin 7. Village had started on pole but was lacking in power and he was caught by Prior very quickly. Depper elbowed his way to third as



Gearbox issues threatened West,
 and rival Tait had troubles of his own



Hislops, Traynor dived inside Cook at the last corner to snatch a dramatic victory.

Daniel Hands took his fourth Formula Vee win of the season in his Mk2 AHS Dominator, but it wasn't enough to prevent James Harridge from securing his second title in a row. Craig Pollard qualified on pole and led away at the start in his GAC machine, but dropped to fourth before the opening lap was complete and lost a further place with a mistake at Hislops on the next tour. Hands dominated the remainder of the encounter to win by over 11 seconds from Harridge, but called the result "bitter-sweet" after finishing runner-up in the championship for a fourth straight year. Two red flags and fading light prevented the second race from being completed.

Scott Austin passed Thomas Hill after a safety car period to take his first Alfa Romeo Championship victory of the season at the wheel of his 155 model. Austin led for two thirds of race two before a slow exit from Knickerbrook allowed Hill to power

his way past. But, in slippery conditions, Roger Evans produced a scintillating drive from 12th on the grid to catch and pass the pair in the closing stages, taking the first win for his striking Alfa Giulietta, a car he has worked on for over seven years.

Rich Miles led from Michael Roots in the opening Sports 1000 race, while a bad start from pole left recently crowned champion Ryan Yarrow in third. But the race took a dramatic turn when Miles, Yarrow and Victor Neumann spun on oil deposited by Phil Hutchins's car at Druids. Roots (Mittell MC-53) emerged from the chaos to take his fourth win of the year, while Yarrow recovered to finish second after a battle with Miles, who spun again at Knickerbrook and lost out for third to Daniel Larner by 0.1s.

Yarrow finished the season with another victory in his Spire in the second encounter, which was halted with seven minutes remaining after Miles ran wide and spun to a stop on the exit of Druids.

STEVE WHITFIELD

Village fought back, but backmarkers intervened and the lead switched in Depper's favour. Pedersen plotted the best course through the slower cars and was rewarded with second, ahead of a battling Village and Prior.

Pedersen got a superb start and led much of race two. Prior gave chase and briefly got ahead at half-distance, but he overcooked it at the hairpin and ended up in the barrier without reverse gear, handing second to Depper. The Mk11 Centaur of Trefor Slatter was third, while Village had a misfire from the start and could only manage seventh.

The more modern 750 Formula championship also culminated on Sunday, with Peter Bove picking up a sixth title in his Darvi. On-track winner Bill Cowley launched an attack from fourth in his Cowley MkIV and soon hit the front in race one, although Bove kept him honest and attempted to retake his place at numerous junctures. The leading pair were joined at the front by Chris Gough's CGR2 Evo and Mick Harris in another Darvi, with Gough



getting within striking distance of Bove near the end, when backmarker action caused the leading group to close up, but had to settle for third.

Bove elected to sit out the second contest, leaving Cowley, Gough and Harris to duke it out. Late on, Cowley established a decent margin over Gough, who he'd overhauled for the lead on

lap two. All three leaders were lucky to escape a coasting backmarker in the closing laps, negotiating this unexpected obstacle without losing a place.

Neil Fowler won the first BCV8 race comfortably, but retired on the opening lap of the second. Ian Prior took that one by a similar eight-second margin.

RACHEL HARRIS-GARDNER

WEEKEND WINNERS

OULTON PARK

TOYOTA MR2

Race 1 Aaron Cooke (Roadster)

Race 2 Shaun Traynor (Roadster)

FORMULA VEE

Daniel Hands (AHS Dominator Mk2)

ALFA ROMEO CHAMPIONSHIP

Race 1 Scott Richard Austin (155)

Race 2 Roger Evans (Giulietta)

SPORTS 1000

Race 1 Michael Roots (Mittell MC-53)

Race 2 Ryan Yarrow (Spire GT3S)

CLUB ENDURO

Robert Baker/Carl Swift (SEAT Leon Eurocup)

MALLORY PARK

LOCOST

Races 1 & 2 Geoff Peek

HISTORIC 750 FORMULA

Race 1 Martin Depper (Centaur Mk14)

Race 2 Christian Pedersen (Austin 7)

750 FORMULA

Races 1 & 2 Bill Cowley (Cowley MkIV)

MGCC BCV8s

Race 1 Neil Fowler (B GTV8)

Race 2 Ian Prior (B GTV8)

ARMED FORCES RACE CHALLENGE

Races 1 & 2 Mark Inman (Caterham SigMax)

For full results visit: 750mc.co.uk



FORMULA 1'S FLAWED GENIUS



BOOK
COLIN CHAPMAN:
INSIDE THE INNOVATOR
 RRP: £50

The Lotus team has been gone from the Formula 1 grid for 27 years — and we're talking about the proper Lotus here, not the 21st-century 'reincarnations'.

And it's not far short of four decades since pioneering Lotus founder Colin Chapman was lost.

Chapman's ingenuity led to separate eras of domination through the 1960s and 1970s, when the boundaries of technology and innovation were being pushed to the limit and sometimes beyond.

Karl Ludvigsen's re-released book charts the rise of Chapman and how his forward-thinking concepts transformed not only F1 but motorsport as a whole — and arguably road-car production in general.

The main focus of the book is unsurprisingly on the marque's most famous machines, such as the monocoque design of the 25, the revolutionary 72, the pioneering ground-effect 78, and the controversial twin-chassis 88. But there are other less well-known innovations that are detailed, including 'de-siamesing' the inlet ports on the Austin Seven engine that Chapman used for his Lotus Mk3 to dominate in the 750 Motor Club's 750 Formula years before his time in F1.

This comprehensive look at his machines and how he was pushing for the 'unfair advantage' are

accompanied by many diagrams and illustrations, the book featuring more than 550 images from throughout Chapman's life. Away from the technical stuff, the later chapters look at Chapman as a person, and his relationships with drivers, mechanics and sponsors, with many period and retrospective interviews used — both from Chapman and his contemporaries.

Events that have gone down in motorsport folklore are also recounted, such as the confusion over the winner of the 1966 Indianapolis 500 that left Chapman fuming, or insisting that his cars would never race at the Le Mans 24 Hours again after being refused entry for his Lotus 23s in 1962. There are amusing anecdotes too, including Chapman being arrested for punching a policeman prior to the start of the 1965 Dutch Grand Prix, and his £1000 wager to prove that the engines in his Formula Junior machines were legal after accusations to the contrary.

It certainly isn't just a look at the positives, as Chapman's short fuse, high demands and complex character are laid bare. As former Lotus sales chief Graham Arnold said: "Colin did have a nasty streak. His reputation for using people until they were used up, like old toothpaste tubes, was not anecdotal."

Although it gives a detailed account of Chapman's complicated and at times peaks-and-troughs life, it doesn't cover every aspect. As explained from the outset, the DeLorean saga is not covered because "since the DeLorean car was an extrapolation of known Lotus design methods, largely carried out by the chief's lieutenants, I saw no need



Chapman and Jim Clark: a formidable winning combo

to expand on it in these pages”.

With the book broken down into elements of the car, such as engine, transmission, weight and aerodynamics, there is a tendency to repeat some of the same information, as well as near-identical quotes or accounts used from a previous chapter.

None of this makes the book any less enjoyable, though, and ultimately it paints Chapman as a flawed genius, willing to push himself, those who worked for him and his cars to the very limit.

But as Dan Gurney, a grand prix winner and innovative designer himself, said: “You were aware that you were on a team headed by a genuine creative genius. In his era he was the guy.”

STEFAN MACKLEY



youtube.com/AUTOSPORTdotcom



Valtteri Bottas scored his first Formula 1 win in over a year in Sunday's Turkish Grand Prix, but it was Mercedes team-mate Lewis Hamilton who dominated the post-race headlines. Ariana Bravo is joined by Autosport F1 Reporter Luke Smith and Motorsport Network Director of Digital Strategy Jess McFadyen for the latest edition of the Autosport Podcast. [Go to autosport.com/podcast](https://autosport.com/podcast)

WHAT'S ON

INTERNATIONAL MOTORSPORT

Rally Spain World Rally Championship Round 11/12

Catalonia, Spain

14-17 October

TV Live

BT Sport 1, Sat 0930,
BT Sport ESPN, Sat 1500,
BT Sport 1, Sun 0700,
BT Sport 2, Sun 1100

TV Highlights

BT Sport 2, Fri 2330,
BT Sport 3, Sat 2330,
BT Sport 2, Sun 2145,
Red Bull TV, Fri 2100,
Sat 2100, Sun 2100,
ITV4, Thu 2000

Eurosport 2, Sun 0900,
Sun 1100

Pure ETCR Round 5/5

Pau-Arnos, France

15-17 October

Intercontinental GT Challenge

Round 2/3

Indianapolis, USA

17 October

NASCAR Cup Series Round 33/36

Texas Motor Speedway,
USA

17 October

TV Live Premier
Sports 2, Sun 1830

BMW Compact Cup,
British GT, GB3, Ginetta
GT Academy, Ginetta
GT5 Challenge, Porsche
Sprint Challenge

Oulton Park BRSCC 16 October

Fun Cup, Northern/
Super Classic FF1600,
ST-XR Challenge

Silverstone HSCC 16-17 October

'70s Road Sports, Aurora
Trophy, Classic F3,
Classic FF1600, Guards
Trophy, Historic FF1600,
Historic FF2000, Historic
Formula Junior, Historic
Road Sports, Historic
Touring Cars

Snetterton 750MC 16-17 October

116 Trophy, 5Club MX-
5s, Bikesports, BMWs,
Classic Stock Hatch, Clio
182s, F1000, Hot Hatch,
Ma7das, Roadsports,
Sport Specials

Mallory Park BARC 17 October

CTCRC (BOSS/Thunder,
JEC, Pre-'66, Pre-'83,
Pre-'93/Pre-'03)

Super Formula Round 6/7

Motegi, Japan

17 October

TV Livestream on
motorsport.tv, Sun 0600

World Rallycross Round 7/9

Montalegre, Portugal

17 October

TV Live TV BT Sport
Extra1, Sun 1700

World Touring Car Cup

Round 6/8

Pau-Arnos, France

17 October

TV Livestream on
motorsport.tv, Sat 1500,
Sun 0900, Sun 1100,

UK MOTORSPORT Goodwood BARC

16-17 October

Members' Meeting
(see p42)

Donington Park BRSCC



FROM THE ARCHIVE

Denny Hulme (McLaren M23) locks wheels with Jean-Pierre Beltoise (BRM P201) as the Kiwi attempts to gain a position from his 12th-place starting slot on the opening lap of the 1974

Monaco Grand Prix. It ended in tears – the McLaren was out on the spot, while the BRM limped to the pits with terminally broken suspension – and triggered chaos in their wake, taking out Arturo Merzario (Williams FW03),

Vittorio Brambilla (March 741), Brian Redman (Shadow DN3A), Carlos Pace (Surtees TS16) and Tim Schenken (Trojan T103), and damaging the cars of Jacky Ickx (Lotus 72E) and Vern Schuppan (Ensign N174).

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WHAT COULD HAVE BEEN

When a career-changing move goes begging

NICOLAS MINASSIAN

Pembrey isn't an obvious destination for a potentially career-making Formula 1 test. Yet for future sportscar ace Nicolas Minassian, the opportunity to drive the Dallara-Honda test car at the remote Welsh track in 1999 carried the possibility of a test role at BAR-Honda for 2000. Unfortunately for the Frenchman, the three-day test was to prove his last meaningful F1 run, but he remembers the "very good experience" fondly.

Minassian was riding high after his first F3000 win at Silverstone for the fledgling Kid Jensen Racing team of DJ David Jensen, who had offered the Frenchman a lifeline following his split with McLaren-affiliated West Competition in 1998. Minassian formed a formidable giant-killing axis with engineer Phil Barker and marketing director Vincent Franceschini, and had also been on course for second at Monaco until a broken throttle cable denied him late on.

The persistent Minassian had made a habit of pestering BAR boss Craig Pollock for a test, and his Silverstone win was well-timed. BAR had agreed an engine supply deal with Honda for 2000, the Japanese company deciding against backing the group of ex-Tyrrell men

led by Harvey Postlethwaite who had worked with Dallara on the test hack. But the Honda machine was a useful resource for BAR and, with ex-Tyrrell men Barker and Franceschini putting in a good word, Minassian was chosen to do the grunt work developing the V10 engine and electronics at the scene of his third British Formula 3 race win of 1997.

"Can you imagine Pembrey in an F1 car?" he chuckles. "It was tight. The car was taking nearly the whole width of the track! It was very entertaining..."

His maiden F1 test with Williams in 1997 had been hampered by a broken hand suffered in a Macau Grand Prix shunt, so Minassian was eager to impress. "I just wanted to show everybody my potential, even if it's in Pembrey!" he says. "I had as much fun driving there as I would have had at any other track."

Minassian says he "didn't put a foot wrong, I did exactly what I was told to do", but was overlooked for a test role for 2000 in favour of Darren Manning and never drove an F1 car again. Following a brief stint in CART with Chip Ganassi Racing, he became a sportscar stalwart, most famously with Peugeot, and today runs the IDEC Sport LMP2 team.

JAMES NEWBOLD



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